

CITY OF TUMWATER / THURSTON COUNTY  
JOINT PLAN





An Element of the City of Tumwater Comprehensive  
Plan  
And and the Thurston County Comprehensive Plan

Adopted April, 1995  
~~2009~~ Draft 2017 Update

**Commented [BM1]:** County Staff Comment: Reviewed by Allison Osterberg, Senior Planner, Thurston County – 3/13/2017  
See comments below labeled “County Staff Comments”

**Commented [BM2]:** City Response: Revised by City staff to address County comments March 21, 2017.  
Responses to detailed County comments labeled “City Responses” below.

*Updated 2009*



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**TUMWATER/THURSTON COUNTY JOINT PLAN**

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Cover Photo: Mt. Rainier taken from Overlook Park in the City of Tumwater (2006)

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**Commented [BM3]:** City Comment: Map showing the informal eastern, southern, and western UGA subarea maps added as Map 5.

**Commented [BM4]:** City Comment: Water and sewer maps added as Maps 16 and 17.

**APPENDICES**

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Appendix B:	Analysis of <u>City of Tumwater/Thurston County Joint Plan Urban Growth Boundary</u> 's Consistency with County-Wide Planning Policies
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<sup>1</sup> These plans are contained in their entirety as Elements of the City of Tumwater Comprehensive Plan.

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*\*Note: These plans are contained in their entirety as elements of the Tumwater Comprehensive Plan.*

Appendix I:	Memorandum of Understanding on Urban Growth Management (January 31, 1983)
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Appendix K:	Memorandum of Understanding: Urban Growth Area Zoning and Development Standards (December 7, 1995)

**Commented [BM5]:** City Comment: The 1983 and 1988 UGA agreements and 1995 Memorandum of Understanding on development standards included as appendices.

## 1. INTRODUCTION

### 1.1 Background

The Cities of Tumwater, Olympia, and Lacey and Thurston County initially agreed upon the process of joint planning ~~was initially agreed upon~~ in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement by the Cities of Tumwater, Olympia and Lacey, and Thurston County. This agreement established short- and long-term urban growth areas for the ~~three cities~~ Cities of Tumwater, Olympia, and Lacey and outlined a process for ~~the~~ Thurston County to jointly plan for these areas with each eCity.

In 1990, the Washington State Legislature passed the Growth Management Act. The Act requires Thurston County and each of its eCities to adopt a ~~comprehensive plan~~ Comprehensive Plan and to ~~jointly~~ establish a 20-year urban growth boundary ~~jointly~~ for each urban area. To guide this planning effort, the Act mandated ~~the~~ Thurston County to ~~promulgate~~ create County-Wide Planning Policies.

Thurston County adopted County-Wide Planning Policies in ~~September, 1992,~~ in collaboration with its cities and towns. The Policies reaffirmed ~~that~~ joint planning would be used to plan for each eCity's urban growth area. In ~~August,~~ 1993, representatives of Thurston County and its cities and towns met to clarify the intent of the County-Wide Planning Policies and affirm the long- and short-term urban growth boundaries established in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement for Olympia, Lacey, and Tumwater. The Policies state that changes to these boundaries may be proposed through the joint planning process.

The Tumwater City Council and Thurston County Commissioners authorized work to begin on a ~~joint plan~~ Joint Plan for the City of Tumwater urban growth area in 1993. The City of Tumwater-Thurston County Joint Planning Committee was created to develop the Joint Plan. The Committee consisted of the City of Tumwater Planning Commissioners, and one representative each from the Thurston County Planning Commission, Tumwater School District, and Port of Olympia.

The Joint Planning Committee's mission was to develop a ~~comprehensive plan~~ Comprehensive Plan to guide future development in the City of Tumwater urban growth area during its transition from rural- to urban-level development. Development of the ~~plan~~ Joint Plan was to:

- ~~— ■ —~~ Bring together local officials, residents, property owners, and other interested parties to discuss the future of the area; and

- ~~Be consistent with the requirements of the Washington State~~  
Growth Management Act.

To ensure successful implementation of the Joint Plan, Thurston County and the ~~e~~Cities of Tumwater, Lacey, and Olympia entered into an agreement in 1995 titled *Memorandum of Understanding—Urban Growth Area Zoning and Development Standards*.

## 1.2 Purpose of Joint Planning

This document is a ~~comprehensive plan~~Comprehensive Plan for the unincorporated portion of the City of Tumwater urban growth area prepared jointly by Thurston County and the City of Tumwater. It has been adopted by each jurisdiction as a ~~comprehensive plan~~Comprehensive Plan amendment. Its purpose is to provide a framework to guide future development in the area during its transition from rural to urban-level development. It serves as the basis for future planning decisions by each jurisdiction in the urban growth area. ~~(NOTE: This plan applies to the unincorporated portion of the Tumwater urban growth area only. The term "urban growth area" is used in this document to refer to the unincorporated portions of the urban growth area.)~~<sup>2</sup>

## 1.3 Public Involvement

The Joint Plan has been developed to serve as a guide for future growth and to meet the needs of current residents in the City of Tumwater urban growth area. It evolved through the participation of existing, as of 1994, residents, property owners, local government officials, and many other interested parties at numerous public meetings, hearings, and other forums for citizen involvement.

As described in Section 1.1, Background, above, the Joint Planning Committee was formed to draft the City of Tumwater-Thurston County Joint Plan. The Committee held public meetings at least once ~~per~~a month from October, 1993, through July, 1994 to develop the Joint Plan. Public comment was encouraged and received throughout each of the Committee's meetings. The Committee also received numerous written comments as it developed the Joint Plan.

Committee meetings were advertised through the local newspaper, *The Olympian*, and through the information sheets that were available at customer service counters at the City of Tumwater and Thurston County. An extensive mailing list was developed to provide individual notices of Joint Planning Committee activities.

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<sup>2</sup> The Joint Plan applies to the unincorporated portion of the City of Tumwater urban growth area only. The term urban growth area, in the context of the Joint Plan, refers to the unincorporated portions of the City of Tumwater urban growth area.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 1 (2004 Update)**

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**INTRODUCTION**

~~Periodic information~~Information regarding the ~~Joint Planning~~joint planning process also was provided in the City of Tumwater's monthly newsletter, *The Pioneer*, and by Thurston County in its regular progress reports.

The Joint Planning Committee also produced a newsletter, called *Joint Plan News*, that was distributed through mass mailings to the entire study area three times during the development of the ~~Joint~~ Plan. These mass mailings were distributed to all postal customers in the study area vicinity.

Periodic updates on the ~~Joint Planning~~joint planning process were given at public meetings ~~of~~to the Thurston County Planning Commission, Tumwater City Council, and Thurston County Commissioners. Updates were also provided, upon request, to other local citizen groups and local governments ~~(e.g., such as rural fire districts)~~.

As the Joint Planning Committee completed the Draft Joint Plan, individual notices were sent to owners of property for which the Draft Joint Plan proposed changes from existing ~~as of 1994~~, Thurston County plans or policies ~~in 1994~~. These property owners were given the opportunity to testify at all public hearings during consideration of the Joint Plan by ~~Thurston County and City of Tumwater planning commissions~~and Thurston County Planning Commissions and elected officials.

Following ~~the~~ completion of the ~~D~~draft Joint Plan by the Joint Planning Committee, the ~~Joint~~ Plan was reviewed during a series of public workshops and hearings by the ~~City of~~ Tumwater and Thurston County Planning Commissions, the Tumwater City Council, and the Thurston County Commissioners. Public comment was received at each of these meetings. Notice of each of these meetings was provided, in accordance with state law and City ~~of Tumwater~~ and ~~Thurston~~ County policies, through the environmental and intergovernmental review processes, notices published in *The Olympian* and posted at public places, individual notices to citizens on the Joint Plan mailing lists, the *Joint Plan News*, and through other local media.

#### **1.4 2017 Update Process**

As part of the City's 2016 Comprehensive Plan Update adopted in December 2016, City staff revised the 2009 Joint Plan in 2017 to reflect the City's updated Comprehensive Plan. City and County staff then worked together to prepare a draft 2017 Joint Plan that was taken to each jurisdiction's Planning Commissions, including a joint Planning Commission meeting on \_\_\_\_\_ for their review and recommendation and then on to the City Council and County Commissioners from their final review and approval.

#### **1.5 Joint Plan Organization and Content**



~~This plan~~The Joint Plan is organized into ten chapters.

**Chapter 1, Introduction,** includes background information ~~which that~~ provides the context in which the ~~plan~~Joint Plan was developed. It also states the purpose of the ~~plan~~Joint Plan and describes the public involvement process ~~which that~~ was used in its development.

**Chapter 2, Description of Joint Planning Area,** describes the study area of the ~~plan~~Joint Plan. It also ~~illustrates~~discusses the urban growth boundary established by ~~this plan~~the Joint Plan, as well as ~~and~~ how ~~the that~~ boundary ~~differs is different~~ from the urban growth boundaries established by the 1988 *Memorandum of Understanding: An Urban Growth Management Agreement between Thurston County and the Cities of Tumwater, Olympia and Lacey*.

**Chapters 3 through Chapter 9** ~~each include~~address an ~~e~~Element of the ~~plan~~Joint Plan as required or suggested by the ~~Washington State~~ Growth Management Act. Chapter 3 addresses land use, including maps showing future land use designations ~~which that~~ will be applied within the City of Tumwater urban growth area. Chapters 4 through 7 incorporate into this Joint Plan the Lands for Public Purposes/~~Essential Public Facilities, Utilities, Housing, and Parks~~ ~~and~~ Recreation ~~elements, and Open Space Elements~~ of the City of Tumwater Comprehensive Plan, respectively. Chapters 8 and 9 address future transportation and other public facilities ~~and services~~ that will be needed to serve the projected development within the City of Tumwater urban growth area over the next 20 years.

**Chapter 10** describes how the Joint Plan should be implemented. It includes recommendations for zoning changes, coordination between local governments and other ~~public~~ service providers to ensure smooth transitions of service provision as the planning area urbanizes, ~~future~~ plan amendments, and other necessary considerations to accomplish the goals of the Joint Plan.

## **2. DESCRIPTION OF JOINT PLANNING AREA**

### **2.1 2002~~17~~ Existing Conditions**

#### **Location:**

~~East, south~~South and west of the City of Tumwater city~~municipal~~ limits, plus ~~"islands"~~ of unincorporated territory surrounded by the City of Tumwater (see Map ~~2-1~~, Joint Planning Area).

#### **Area:**

~~• Total 2002~~2017 City of Tumwater urban growth area ~~= 8,782 equals 2,876~~ acres ~~(Source: 2002 Profile)~~<sup>3</sup>

#### **Land Use:**

~~• Land use is varied.~~ The area is semi-rural in character, with portions experiencing transition to urban-level development.

#### ~~•~~ **Land Use Designations**

Thurston County ~~Comprehensive Plan 1994~~ land use designations ~~(see Maps 3-3, 3-6 and 3-9 in Section 3.5) in the City of Tumwater urban growth area.~~

~~• Zoning (and acreage) as of 1994 in Thurston County (see Maps 3-2, 3-5 and 3-8 in Section 3.5):~~

<del>→</del>	<del>RR 1/5</del>	<del>Rural Residential</del>	<del>3,601 acres</del>
		<del>(1 unit per 5 acres)</del>	
<del>→</del>	<del>RR 1/1</del>	<del>Rural Residential</del>	<del>315 acres</del>
		<del>(1 unit per acre)</del>	
<del>→</del>	<del>RR 1/2</del>	<del>Rural Residential</del>	<del>96 acres</del>
		<del>(1 unit per 2 acres)</del>	
<del>→</del>	<del>RR 2/1</del>	<del>Rural Residential</del>	<del>728 acres</del>
		<del>(2 units per acre)</del>	
<del>→</del>	<del>MDR 2-8/1</del>	<del>Medium Density Residential</del>	<del>1,340 acres</del>
		<del>(2-8 units per acre)</del>	
<del>→</del>	<del>MDR 4-8/1</del>	<del>Medium Density Residential</del>	<del>75 acres</del>
		<del>(4-8 units per acre)</del>	
<del>→</del>	<del>HDR 4-16/1</del>	<del>High Density Residential</del>	<del>50 acres</del>
		<del>(4-16 units per acre)</del>	
<del>→</del>	<del>NC</del>	<del>Neighborhood Commercial</del>	<del>8 acres</del>

<sup>3</sup> Source: City of Tumwater GIS data - Joint Plan.shp

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 2 (2004 Update)**

**DESCRIPTION OF JOINT PLANNING AREA**

→	HC	Highway Commercial	12 acres
→	LI	Light Industrial	531 acres
→	PID	Planned Industrial District	1,497 acres

Figure 1. Joint Plan Land Use Designations in the City of Tumwater Urban Growth Area

<u>Designation Abbreviation and Density Per Acre</u>	<u>Full Designation</u>	<u>Acreage</u>
<u>R/SR 2-4</u>	<u>Residential/Sensitive Resource</u>	<u>206</u>
<u>SFL 4-7</u>	<u>Single Family Low Density</u>	<u>1,208</u>
<u>SFM 6-9</u>	<u>Single Family Medium Density</u>	<u>196</u>
<u>MFM 9-15</u>	<u>Multi-Family Medium Density</u>	<u>224</u>
<u>MU</u>	<u>Mixed Use</u>	<u>23</u>
<u>NC</u>	<u>Neighborhood Commercial</u>	<u>16</u>
<u>GC</u>	<u>General Commercial</u>	<u>95</u>
<u>LI</u>	<u>Light Industry</u>	<u>566</u>
<u>HI</u>	<u>Heavy Industry</u>	<u>22</u>
<u>P/S</u>	<u>Parks/Open Space</u>	<u>210</u>
<u>UT</u>	<u>Utilities</u>	<u>111</u>

Source: City of Tumwater GIS data - *Joint Plan.shp*

**Transportation:**

- Federal and state highways
  - Interstate 5
  - State Route 121 (93rd Avenue from Tilley Road to I-5; Tilley Road, south of 93rd Avenue)
- Major local roadways
  - Littlerock Road
  - Old Highway 99
  - 93rd Avenue (other than State Route 121)
  - 88th Avenue
  - Henderson Boulevard
  - 70th Avenue/Kirsop Road/66th Avenue
  - Trospen Road
  - Black Lake Belmore Road
  - Black Lake Boulevard
- Transit service

**Commented [BM6]:** County Staff Comment: Utilities is a new designation, though it does not seem to be in the city's code – is it just not included in zoning, and only on the land use map? What are the city's expectations for areas that fall under this designation?

**Commented [BM7]:** City Response: The utilities designation has been in Tumwater's Comprehensive Plan since 1994. There is not a corresponding zone district. We apply it to electrical substations and transmission corridors, the large double natural gas transmission pipelines in the southern UGA, and the fuel pipeline in the southern UGA.

→ As of December 2003, Intercity Transit daily service is not available within the Tumwater urban growth area. Some service routes do exist within the City limits of Tumwater.

• Trails

→ None. However, Thurston County has obtained the southern portion of the Burlington Northern Santa Fe railroad line, which lies in the western portion of the urban growth area, for a future trail.

• Railroads

→ Burlington Northern Santa Fe line running north-south through western portion of study area.

→ Union Pacific line running along the north side of the Deschutes River Valley.

Figure 2. Transportation Inventory

<u>Category</u>	<u>Item</u>
<u>Federal and state highways</u>	<u>Interstate 5</u>
	<u>State Route 121, which includes 93<sup>rd</sup> Avenue from Tilley Road to I-5; Tilley Road, South of 93<sup>rd</sup> Avenue</u>
<u>Major local roadways</u>	<u>Littlerock Road</u>
	<u>Old Highway 99</u>
	<u>93<sup>rd</sup> Avenue other than State Route 121</u>
	<u>88<sup>th</sup> Avenue</u>
	<u>66<sup>th</sup> Avenue</u>
	<u>Trosper Road</u>
	<u>Black Lake-Belmore Road</u>
<u>Transit service</u>	<u>Black Lake Boulevard</u>
	<u>As of March 2017, Intercity Transit daily service is not available within the City of Tumwater urban growth area. Some service routes do exist within the municipal limits of the City of Tumwater.</u>
<u>Trails</u>	<u>None. However, Thurston County has obtained the southern portion of the Burlington Northern Santa Fe railroad line, which lies in the western portion of the City of Tumwater urban growth area, for a future trail.</u>

Railroads

Burlington Northern Santa Fe line running north-south through the western portion of the City of Tumwater urban growth area

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**Topography:**

• Land features

- Primarily flat, except for steep slopes northwest of Black Lake Boulevard and moderate to steep slopes on either side of the Deschutes River Valley.

• Water features

- Deschutes River
- Lake Susan/Munn Lake/Trail's End Lake
- Swamp Lake on 73<sup>rd</sup> Avenue (and stream connection to north to the Deschutes River)
- Percival Creek
- Black Lake
- Black Lake Drainage Ditch
- Fishpond Creek
- Trosper Lake
- Salmon Creek
- Numerous marshes and wetlands, particularly in the western portions of urban growth area.
- Extremely sensitive aquifer recharge areas throughout most of urban growth area.
- High ground water areas located within the Salmon Creek Basin

Figure 3. Topography

<u>Category</u>	<u>Item</u>
<u>Land features</u>	<u>Primarily flat, except for steep slopes northwest of Black Lake Boulevard</u>
<u>Water features</u>	<u>Deschutes River</u>
	<u>Percival Creek</u>
	<u>Black Lake</u>
	<u>Black Lake Drainage Ditch</u>
	<u>Fishpond Creek</u>
	<u>Trosper Lake</u>
	<u>Numerous marshes and wetlands</u>
	<u>Extremely sensitive aquifer recharge areas throughout most of the City of Tumwater urban growth area</u>

	<u>High groundwater areas located within the Salmon Creek Basin in the southern half of the City of Tumwater urban growth area</u>
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**Public Facilities:**

- ~~• Tumwater School District
 
  - ~~→ Black Lake Elementary School (located at 66th Avenue and Black Lake Belmore Road).~~
  - ~~→ Bush Middle School (located just inside City limits at 93rd Avenue and Kimmie Road).~~
  - ~~→ Black Hills High School (located west of Littlerock Road and south of 70th Avenue).~~~~
- ~~• Parks
 
  - ~~→ Kenneydell County Park (located between Fairview Avenue and Black Lake).~~~~
- ~~• Emergency services
 
  - ~~→ Fire districts (see Map 2-2)~~
    - ~~Black Lake #5~~
    - ~~East Olympia #6~~
    - ~~Littlerock #11~~
    - ~~McLane #9~~
    - ~~Munn Lake #15 (Tumwater Fire Department is on contract to provide services for this fire district)~~
  - ~~Note: The City of Tumwater Fire Department also responds to calls within the urban growth area as a result of the county wide mutual aid agreement.~~
  - ~~→ Police~~
    - ~~Thurston County Sheriff's Department~~
    - ~~Note: The Tumwater Police Department also responds to calls within the urban growth area due to a mutual response agreement.~~~~
- ~~• Utilities~~

- Sewage treatment
  - Primarily on-site septic systems.
  - Sewer lines extend into the urban growth area in several areas including the 70<sup>th</sup> Avenue/Old Highway 99 area on the east side and the 70<sup>th</sup> Avenue/Black Hills High School area on the west side.
- Water supply
  - Primarily on-site wells.
  - City of Tumwater service to several areas (70<sup>th</sup>/66<sup>th</sup> Avenues/Black Lake Elementary/Kenneydell Park; 58<sup>th</sup> Avenue east of Henderson Blvd; Old Highway 99/Trail's End area/79<sup>th</sup> Avenue).
- Stormwater management
  - Various; ranges from no facilities to on-site containment to roadside ditches.
- Electric, cable television, telephone, natural gas (see Chapter 5 and Appendix E).
- Solid waste
  - Private disposal franchises.

Figure 4. Public Facilities Inventory

<u>Category</u>	<u>Item</u>
<u>Tumwater School District</u>	<u>None in the City of Tumwater urban growth area</u>
<u>Parks</u>	<u>Kenneydell County Park (located between Fairview Avenue and Black Lake)</u>
<u>Fire Districts (see Map 2, Fire Protection)</u>  <u>Note: The City of Tumwater Fire Department also responds to calls within the City of Tumwater urban growth area because of the countywide mutual aid agreement.</u>	<u>Black Lake #5</u>
	<u>East Olympia #6</u>
	<u>Littlerock #11</u>
	<u>McLane #9</u>
<u>Police</u>  <u>Note: The City of Tumwater Police Department also responds to calls within the City of Tumwater urban growth area due to a mutual response agreement.</u>	<u>Thurston County Sheriff's Department</u>
<u>Sewage treatment</u>	<u>Primarily on-site septic systems</u>



**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 2 (2004 Update)**

**DESCRIPTION OF JOINT PLANNING AREA**

<u>Category</u>	<u>Item</u>
	<u>Sewer lines currently do not extend into the City of Tumwater urban growth area</u>
<u>Water supply</u>	<u>Primarily on-site wells</u>
	<u>City of Tumwater water lines extend into the City of Tumwater urban growth area in only a couple of locations</u>
<u>Stormwater Management</u>	<u>Various; ranges from no facilities to on-site containment to roadside ditches</u>
<u>Electric, cable television, telephone, and natural gas</u>	<u>See Chapter 5, Utilities, and Appendix E, City of Tumwater Utilities Element</u>

**Commented [BM8]:** County Staff Comment: Is it possible to include/create a map that shows the locations of sewer and water lines – or perhaps and overall utilities map?

**Commented [BM9]:** City Response: Yes, water and sewer maps have been created as Maps 16 and 17.

## 2.2 Urban Growth Boundaries<sup>iesy</sup>

The 1988 *Memorandum of Understanding: An Urban Growth Management Agreement* adjusted the 1983 boundaries and established short-term and long-term urban growth boundaries for the Cities of Tumwater, Olympia, and Lacey. This 1988 *aAgreement* contained a note stating that the southwestern portion of the *City of Tumwater* long-term urban growth boundary would be finalized through *Joint Planning* joint planning between *City of Tumwater* and Thurston County. ~~(Please see Appendix A for a summary of the process and criteria used to develop the 1988 urban growth boundaries.<sup>4</sup>~~

In 1992, the long-term urban growth boundaries established in the 1988 *aAgreement* were designated by the Thurston County Commissioners as the *"interim"* urban growth boundaries for these three *eCities* under the *Washington State* Growth Management Act ~~(GMA)~~. The 1992 Thurston County County-Wide Planning Policies ~~(CPP's)~~ established criteria and a process for amending the 1988 urban growth boundaries ~~(see Appendix B for an analysis of how the urban growth boundaries proposed in this plan meet the CPP's criteria).~~<sup>5</sup> The *CPP's* *County-Wide Planning Policies* require a long-term (20-year) urban growth boundary, but make optional a short-term (10-year) urban growth boundary. Joint planning between Thurston County and the affected City is established in the *CPP's* *County-Wide Planning Policies* as the mechanism ~~for~~ *from* amending the boundaries.

<sup>4</sup> See Appendix A, Summary of Process and Criteria Used to Develop the 1988 Urban Growth Management Agreement for a summary of the process and criteria used to develop the 1988 urban growth boundaries.

<sup>5</sup> See Appendix B, Analysis of City of Tumwater/Thurston County Joint Plan Urban Growth Boundary's Consistency with County-Wide Planning Policies for an analysis of how the urban growth boundaries proposed in the Joint Plan meet the County-Wide Planning Policies' criteria.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 2 (2004 Update)**

**DESCRIPTION OF JOINT PLANNING AREA**

During the development of ~~this~~the Joint Plan, the City of Tumwater and Thurston County appointed and elected officials reviewed and re-affirmed the process and criteria that were used to develop the 1988 long-term and short-term urban growth boundaries. They also considered several alternatives to these boundaries for this Joint Plan. In addition to the considerations required by the ~~GMA and CPP's~~Growth Management Act and County-Wide Planning Policies, they evaluated the various growth boundary alternatives using the following general principles:

1. ~~1.~~—Urban development should be served by municipal utilities, which are better suited to providing necessary services at urban densities.
2. ~~2.~~—Urban growth boundaries should recognize logical service areas for urban services. These services include, but are not limited to, roads, potable water, sanitary sewer, and storm drainage facilities. Provision of some of these services, especially storm drainage and sanitary sewer, is often determined by topography, since they rely primarily on gravity flow.
3. ~~3.~~—Existing land use should be one ~~determinant~~determinate of urban growth boundary location. Areas already characterized by urban levels of development may be appropriate for inclusion within urban growth boundaries.
4. ~~4.~~—Urban growth boundaries should follow property lines wherever possible. This allows individual properties to be considered for development as a whole, rather than being split between urban and rural levels of development.

After analyzing each of the alternative urban growth boundaries proposed for this Joint Plan, including consideration of a complete land supply analysis (as described in Section 3.3), Land Supply Analysis, for the three primary alternatives, the Thurston County Commissioners and Tumwater City Council ~~have~~adopted a single, long-term urban growth boundary shown on Map 2-3. ~~By the adoption of this Joint Plan, this boundary becomes the official urban growth boundary for the City of Tumwater by the adoption of the Joint Plan.~~ The map also highlights the areas where this boundary differs from those included in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement. ~~Chapter 10 of this plan, Implementation, includes recommendations for future implementation actions which that~~ would affect these highlighted areas.

The boundary established in this Joint Plan reaffirms the analysis performed for the 1988 Memorandum of Understanding: An Urban Growth Management Agreement by retaining the boundary created by that agreement in most areas and by establishing the southwestern portion of the long-term urban growth boundary as required by the note included on the 1988 *Agreement* map.

**Commented [BM10]:** County Staff Comment: Map 3 looks like it shows the current UGA boundary, not the original boundary. The old Map 2-3 showed the difference between the 1994 and 1988 boundaries. Either this section should be amended or the map changes to indicate the historic changes to the UGM/UGA boundary.

**Commented [BM11]:** City Response: The 1983 & 1988 UGA agreements and their associated maps have been added as Appendices H, I, & J.

~~This plan~~The Joint Plan also adjusts the 1988 boundary slightly in the eastern and southeastern portions in order to create a more logical boundary (i.e., along property lines or to follow the Deschutes River). These adjustments also will provide ~~for the~~ more efficient provision of urban services by including all areas west of the Deschutes River in the ~~City's~~City of Tumwater's service area.

In 2010, Thurston County removed almost 1,000 acres from the City of Tumwater urban growth area. This was mostly because of the environmental constraints, such as high groundwater flooding, so the loss of buildable land was minor. There was still more than enough capacity within the City of Tumwater urban growth area to provide for the 20-year growth projection. The first of the two areas removed was on the south side of 93<sup>rd</sup> Avenue between Hart Road and Old Highway 99. The second area removed was several hundred acres near 81<sup>st</sup> and 83<sup>rd</sup> Avenues centered on Littlerock Road.

As demonstrated in Section 3.3, ~~the~~Land Supply Analysis, the City of Tumwater urban growth area established by this Joint Plan is sufficient to accommodate the future population growth projection to occur in the City of Tumwater over the next ~~twenty~~20 years, as required by the ~~Washington State GMA. While~~Growth Management Act. Section 3.3, Land Supply Analysis, indicates the City of Tumwater urban growth area may be able to accommodate a larger population than is projected. ~~† The land use policies contained in Chapter 3 (e.g., including minimum density requirements) and, contained in Chapter 3, Land Use,~~ the concurrency policies contained in the City of Tumwater and Thurston County Capital Facilities Plans, and Chapter 8, Transportation, of the Joint Plan will prevent urban sprawl and ensure that future development occurs in an orderly manner with cost-efficient urban service provision.

### 3. LAND USE

#### 3.1 Introduction

This chapter of the Joint Plan presents the 20-year vision for land use in the City of Tumwater urban growth area. ~~This plan~~The Joint Plan covers the planning period from ~~2002~~2017 to ~~2022~~2037.

~~This plan~~The Joint Plan addresses all areas within the urban growth boundary of the City of Tumwater, including the ~~fifteen~~several "islands" of unincorporated "islands" of land that are surrounded by the ~~city~~municipal limits of the City of Tumwater.

The Joint Plan Land Use Map (Map 4) included in this chapter represents the general future land use patterns that are desired for the City of Tumwater urban growth area over the next 20 years. It is a graphic expression of the goals, policies, and ~~objectives~~actions in this chapter. Together, the land use map and goals, policies, and ~~objectives~~actions present a framework to guide future land use decisions in the ~~greater~~City of Tumwater urban growth area.

This chapter complies with the requirements of the ~~Washington State~~Growth Management Act for a ~~land use element~~Land Use Element of a ~~comprehensive plan~~This chapterComprehensive Plan. It serves as the ~~land use element~~Land Use Element for both Thurston County and the City of Tumwater for the City of Tumwater urban growth area. In accordance with the County-Wide Planning Policies ~~for Thurston County~~, this ~~e~~Element has been developed through joint planning between the City of Tumwater and Thurston County. Following is a demonstration of ~~this element's~~the Element's compliance with the Growth Management Act and the County-Wide Planning Policies.

##### 3.1.1 Growth Management Act Goals Compliance

The Growth Management Act requires that the City of Tumwater and Thurston County show how the ~~land use element~~Land Use Element meets the relevant planning goals contained within the Act. ~~All thirteen~~Not all fourteen of the goals ~~do not~~ apply to land use; therefore, the following is a listing of the applicable goals to land use and an analysis of how the Land Use ~~Plan~~Element helps meet these goals:

1. ~~1.~~Urban ~~g~~Growth. *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

~~—~~This chapter contains goals, policies, and actions that encourage consideration of the availability of services, including roads, water and sewer

facilities when applying all land use designations in the Land Use Element. The density ranges for all residential land use designations are consistent with available or planned public facilities and services. (Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4, and 4.5; Goal #5, Policies 5.1 through 5.12; Section 3.5, Proposed Land Use Designations)

2. *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

This chapter contains goals, policies, and ~~objectives~~actions that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. It also proposes residential and mixed-use land use designations that will encourage the development of compact urban areas. (Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4 ~~&~~, and 4.5; Section 3.5, Proposed Land Use Designations)

3. ~~3.~~ *Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

This chapter contains goals, policies, and ~~objectives~~actions that ensure coordination with regional and local transportation plans and promote land use development that is consistent with multi-modal transportation facilities. (Goal #5, Policies 5.1 through 5.12) ~~It also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development. (Section 3.5, Proposed Land Use Designations)~~.

4. ~~4.~~ *Housing. Encourage the availability of affordable housing to all economic segments of the population of this State; promote a variety of residential densities and housing types; and encourage preservation of existing housing stock.*

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing and a variety of housing options (Goal #4, Policies 4.1 through 4.6; Section 3.5, Proposed Land Use Designations). The City of Tumwater Housing Plan Element, adopted by reference in Chapter 6 ~~of this document~~, includes a variety of policies and recommended regulatory changes expressly designed to encourage housing affordability.

5. ~~5.~~ *Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.*

The Joint Plan ~~land use element~~ Land Use Element ensures the provision of adequate land for commerce and industry in the City of Tumwater urban growth area (Section 3.5, Proposed Land Use Designations). The City of Tumwater Economic Development Plan, an ~~e~~ Element of the City of Tumwater Comprehensive Plan, also makes specific recommendations for economic development in the City of Tumwater.

6. ~~6.~~ *Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

This chapter was developed with sensitivity to property rights issues. Designation of areas for future land uses were based upon many factors including the impact of designations on private property.

7. ~~7.~~ *Permits. Application for both State and local government permits should be processed in a timely and fair manner to ensure predictability.*

The Joint Plan includes a policy to ensure timely and fair processing of development permits (Goal #2, Policy 2.6). However, Chapter 10 ~~of this document. Implementation.~~ outlines how the implementation of Joint Plan recommendations will be enacted. Implementation actions will be accomplished as follows on development regulations by both the City of Tumwater and Thurston County, as appropriate. The City of Tumwater Housing Plan (see Chapter 6) Element contains an assessment of barriers to affordable housing and includes an analysis of average development permit processing times in the City of Tumwater. The City of Tumwater is currently achieving quick turnaround times for permits, and can typically process permits quickly enough so that this is not be a factor in housing affordability. See the further discussion in Chapter 6, Housing.

8. ~~8.~~ *Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

**Commented [BM12]: County Staff Comment:** Is this pertinent to permits in the UGA? Should there be an associated analysis of permit processing times for the UGA?

**Commented [BM13]: City Response:** Mention of Tumwater permit turnaround times should be appropriate here as Tumwater does review water and sewer extensions in the UGA and comments on projects in the UGA.

Could be removed if Thurston County desires it.

**Commented [BM14]: County Staff Comment:** Removes line: Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

Is there a reason this was removed?

**Commented [BM15]: City Response:** Added the language back into the draft. Not sure why it was originally deleted.



This chapter ensures the viability of natural resource industries through the identification of such lands in the text and land use maps. Additionally, the City of Tumwater and Thurston County ~~comprehensive plans~~ Comprehensive Plans contain specific guidelines and policies regarding critical areas and resource lands that ensure the viability of natural resource industries and activities.

9.

9. *Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.*

This chapter, in conjunction with Chapter 7, Parks, Recreation and Open Space, designates areas that would be appropriate for future open space and recreation uses. The Joint Plan ~~land use element~~ Land Use Element reinforces the recommendations of the City of Tumwater Parks and Recreation, and Open Space Plan ~~6~~, adopted by reference in Chapter 7 ~~of this document~~, through the land use designations and in goals and policies (Goal #7, Policies 7.1 ~~&and~~ 7.2; Section 3.5, Proposed Land Use Designations).

10. ~~10.~~ *Environment. Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.*

The goals and policies in this chapter ensure coordination of land use with the North Thurston County Groundwater Plan, and ~~comprehensive plans~~ Comprehensive Plans for stormwater, sewer, and water. The City of Tumwater Conservation ~~Plan~~ Element and the Natural Environment chapter of the Thurston County ~~comprehensive plan~~ Comprehensive Plan also contain specific policies relating to air and water quality and water availability. This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas. (Goal #3, Policies 3.2 ~~&and~~ 3.3; Goal #6, Policies 6.1 through 6.5; Goal #8, Policies 8.1 through 8.5; Section 3.5, Proposed Land Use Designations).

11. ~~11.~~ *Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

This document was prepared in open public meetings by the Joint Planning Committee, a citizen's advisory committee authorized by the Thurston County Commissioners and Tumwater City Council. The ~~e~~Committee included representatives from the City of Tumwater and Thurston County Planning Commissions, the Port of Olympia, and the Tumwater School

**Commented [BM16]: County Staff Comment:** Natural resource lands are not specifically designated in the current land use maps – are there specific policies or standards that should be called out here?

**Commented [BM17]: City Response:** The City of Tumwater Conservation Element and the Natural Environment chapter of the Thurston County Comprehensive Plan addresses this issue. The reference to both comprehensive plans should be adequate. Note that the HI designation is mainly for mineral extraction industries (gravel mine on Black Lake Blvd).

**Commented [BM18]: County Staff Comment:** Do these exist as separate plans? Should this instead read: ...the goals, policies, and actions for stormwater, sewer, and water contained in the Thurston County Comprehensive Plan...

**Commented [BM19]: City Response:** The language is intended to cover those plans that are not directly elements of the Comprehensive Plan.

The City has a Comprehensive Stormwater Implementation Plan, Water System Plan, Wellhead Protection Plan, etc.

LOTT has Wastewater Resource Management Plan.

District. Additionally, ~~a newsletter called the~~ *Joint Plan News* was sent to all residents of the joint planning study area periodically throughout the planning process to keep them informed on progress of the ~~plan~~ *Joint Plan*. Joint public hearings on the draft Joint Plan were held by the City of Tumwater and Thurston County Planning Commissions and the Tumwater City Council and Thurston County Commissioners. Notice of these hearings was sent to all residents of the joint planning study area.

12. ~~12.~~ *Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The ~~land use element~~ *Land Use Element* of the Joint Plan has been closely coordinated with the development of Chapter 8, Transportation, and Chapter 9, Public Facilities and Services. The Joint Plan will ensure concurrency through coordination of the City of Tumwater and Thurston County Capital Facilities Plans, as outlined in Chapters 9 and 10 ~~of this document, Public Facilities and Services and Implementation~~. This chapter contains goals and policies that ensure this coordination— (Goal #1, Policy 1.1; Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #5, Policy 5.1; Goal #6, Policies 6.1 ~~&and~~ 6.2; Goal #7, Policy 7.1) ~~).~~

13. ~~13.~~ *Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

The City of Tumwater and Thurston County have historic preservation programs ~~which that~~ provide processes for designation of local historic sites for protection. Similar programs are conducted at the State and national levels. ~~The Joint Plan land use element~~ *Land Use Element* contains goals and policies encouraging consistency with and support for these programs. (Goal #12, Policies 12.1 ~~&and~~ 12.2) ~~).~~

14. *Shorelines of the state. The goals and policies of the Shoreline Master Program shall be considered an element of the City's comprehensive plan.*

The City of Tumwater's Shoreline Master Program was adopted in 2012 as an Element of the Comprehensive Plan. The Shoreline Master Program addresses land uses on all lands under the jurisdiction of the Shoreline Management Act in order to protect and preserve fish and wildlife habitat and the shorelines of the state (RCW 36.70A.480(1)). The Joint Plan Land Use Element contains goals and policies encouraging consistency with and support for these programs (Goal #1, Policy 1.4; Goal #8, Policy 8.4).

**Commented [BM20]:** County Staff Comment: The County has not adopted the City of Tumwater's Shoreline Master Program, so currently, the County's SMP regulations and designations are applied in the UGA shorelines. Historically, there was one regional SMP for all of Thurston County – that is what would have applied when the Joint Plan was first adopted.

We could add an action in the Joint Plan recommending that the County adopt the City's SMP designations and regulations for the UGA when we adopt our SMP.

**Commented [BM21]:** City Response: We think it would be appropriate to add an action item to Chapter 10.



### 3.1.2 County-Wide Planning Policy Compliance

The Growth Management Act requires that ~~comprehensive plans~~Comprehensive Plans be consistent with adopted County-Wide Planning Policies. The adopted County-Wide Planning Policies are included in this document in their entirety in Appendix C. The following is a brief description of how the Joint Plan ~~land-use element~~Land Use Element is consistent with the adopted County-Wide Planning Policies for Thurston County:

I. General Policies

The Joint Plan as a whole satisfies and is consistent with the policies in Article I— of the County-Wide Planning Policies

I.II. Urban Growth Areas

Chapter 2 ~~of this document, Description of Joint Planning Area~~ establishes growth boundaries in accordance with these policies. This chapter has been developed consistent with Chapter 2.

II.III. II.—Promotion of Contiguous & Orderly -Development & Provision of Urban Services

This chapter contains goals, policies and ~~objectives~~actions that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. It also proposes residential and mixed-~~use~~ land use designations that will encourage the development of compact urban areas- (Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4 ~~&and~~ 4.5-; Section 3.5, Proposed Land Use Designations)).

III.IV. III.—Joint County & City Planning Within Urban Growth Areas

This Joint Plan has been developed in accordance with the policies and process in this section of the County-Wide Planning Policies.

IV.V. IV.—Siting County-Wide & State-Wide Public Capitol Facilities

This chapter does not directly address the siting of ~~County-wide~~Countywide and ~~State-wide~~Statewide public capital facilities. Siting of these facilities has been addressed through development of a regional process, which is adopted by reference in Chapter 4, Lands for Public Purposes/~~Essential Public Facilities of this document~~.

V.VI. V.—Analysis of Fiscal Impact

Fiscal impacts of development in the City of Tumwater urban growth area are addressed in Chapter 9 and 10, Public Facilities and Services and Implementation-~~Issues~~. Capital facilities projects necessary to support the land uses designated in this chapter are listed in Chapter 9. Chapter 10 describes the follow-on implementation actions ~~which~~that will specifically address fiscal impacts.

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~~VI.~~VII. *Economic Development and Employment*

The ~~land use element~~Land Use Element ensures the provision of adequate land for commerce and industry in the City of Tumwater urban growth area. The City of Tumwater Economic Development Plan ~~an Element of the City of Tumwater Comprehensive Plan~~, also makes specific recommendations for economic development in the City of Tumwater. This chapter is consistent with the City of Tumwater Economic Development Plan.

~~VII.~~VIII. ~~VII.~~ *Affordable Housing*

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing- (Goal #4, Policies 4.1 through 4.6; Section 3.5, Proposed Land Use Designations)). The City of Tumwater Housing ~~Plan~~Element, adopted by reference in Chapter 6, includes a variety of policies expressly designed to encourage housing affordability, including but not limited to, a multitude of regulatory changes dispersed throughout the document.

~~VIII.~~IX. ~~VIII.~~ *Transportation*

This chapter contains goals, policies, and ~~objectives~~actions that ensure coordination with regional and local transportation plans- (Goal #5, Policies 5.1 ~~&and~~ 5.2)). It also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development.

~~IX.~~X. ~~IX.~~ *Environmental Quality*

The goals and policies in this chapter ensure coordination of land use with the North Thurston County Groundwater Plan, and ~~comprehensive plans~~Comprehensive Plans for stormwater, sewer, and water. The critical areas ~~e~~Elements of the City of Tumwater and Thurston County ~~comprehensive plans~~Comprehensive Plans also contain specific policies relating to air and water quality and water availability. This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas- (Goal #3, Policy 3.2; Goal #6, Policies 6.1 through 6.4; Goal #8, Policies 8.1 through 8.5; -Section 3.5, Proposed Land Use Designations)).

~~X.~~ *County-Wide Policies Which Establish A Process Policies*

~~1.~~ *Population Projections and Urban Growth Areas*

~~XIII.~~XI. ~~2.~~ *Review of the*to Develop Future Policies

The Joint Plan has been developed to accommodate the regional population allocation developed using these County-Wide Planning Policies. ~~( See Section 3.43; Land Supply Analysis).~~ The Joint Plan is designed to be a flexible document. As conditions and circumstances change, or as regional plans and policies are amended, it can be revised accordingly.

### 3.1.3 Amendments

The City of Tumwater and Thurston County will amend or update the Joint Plan every five years or as necessary to ensure internal and interjurisdictional consistency, and consistency with other ~~e~~Elements of the City of Tumwater and Thurston County Comprehensive Plans. Linkage with all of the ~~e~~Elements of these ~~comprehensive plans~~Comprehensive Plans is important in order to maintain orderly, cost-efficient development that is phased outward from the urban core. The City of Tumwater and Thurston County may jointly amend this Joint Plan at any time, consistent with the Growth Management Act.

The Joint Plan is meant to be a flexible and easily used document. As changes occur in the City of Tumwater urban growth area, the Joint Plan will need to be revised and amended in order to reflect new circumstances. An evaluation of new conditions will be an integral part of the amendment process.

State law does not allow more frequent amendments than once annually, except in cases of emergency. The amendment process will consider concurrently all proposed changes to the document accumulated over time since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

## **3.2 ~~Goals~~, ~~Policies~~, ~~Objectives~~, and ~~Actions~~**

This section of the Joint Plan specifies goals, policies, and ~~objectives~~actions meant to set forth a direction for the future growth of the City of Tumwater urban growth area. The goals, policies, and ~~objectives~~actions also serve to ensure coordination with other City of Tumwater and Thurston County Comprehensive Plan Elements, regional plans and County-Wide Planning Policies. Additionally, they serve as an action plan for implementing certain recommendations within the Joint Plan. The goals, policies, and ~~objectives~~actions should be looked at in conjunction with Subsection 3.5.1, Policies, Designations, and Definitions. The two sections are meant to work together as a whole.

### **GOAL #1**

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 3 (2009 Update)**

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Ensure that the Joint Plan ~~land use element~~ Land Use Element is implementable and coordinated with all applicable City of Tumwater and Thurston County plans and the plans of other jurisdictions in the Thurston region.

**LAND USE**

DRAFT

<b>Policy</b>	<b>ObjectiveAction</b>
-1.1	Ensure that the Joint Plan <del>land-use element</del> <u>Land Use Element</u> is consistent with adopted County-Wide <u>Planning</u> Policies.
	<del>1.1.1</del> Ensure that the <del>nine</del> <u>11</u> elements in the County-Wide Planning Policies are implemented <del>(see the. See Section 3.1, Introduction to this chapter,</del> for an analysis of the County-Wide Planning Policies).
-1.2	Coordinate the Joint Plan <del>land-use element</del> <u>Land Use Element</u> with the Olympia Regional Airport Master Plan and the Port of Olympia Strategic Plan.
-1.3	Ensure consistency between the Joint Plan <del>land-use element</del> <u>Land Use Element</u> and all other <del>e</del> <u>E</u> lements of the City of Tumwater and Thurston County Comprehensive Plans and the Port of Olympia Comprehensive <del>Plan</del> <u>Scheme of Harbor Improvements</u> .
	<del>1.3.1</del> The City of Tumwater and Thurston County <del>and Tumwater,</del> in accordance with <del>Section</del> <u>RCW</u> 36.70A.120 <u>RCW</u> , shall make capital budget decisions in conformity with <del>the comprehensive plan</del> <u>their Comprehensive Plans</u> .
-1.4	Coordinate the Joint Plan <del>land-use element</del> <u>Land Use Element</u> with the <u>City of Tumwater</u> Shoreline Master Program <del>for</del> <u>and</u> the Thurston <del>Region-County</del> Shoreline Master Program.
	<del>1.4.1</del> Ensure that the adoption of the "Management Unit Regulations" chapter in Volume 2 of the Percival Creek Corridor Plan is implemented (to be accomplished through implementing regulations developed after completion of the Joint Plan).
	<del>1.4.2</del> Ensure that the Joint Plan land-use section is consistent with the recommendations of the Deschutes Special Area Management Plan.
	<del>1.4.1</del> The City of Tumwater and Thurston County should <u>coordinate when updating their respective Shoreline Master Program</u> .
1.5	Ensure consistency between the Joint Plan <del>land-use element</del> <u>Land Use Element</u> and <u>the City of Tumwater and Thurston</u>



County development regulations (see Chapter 10, Implementation, for a list of —additional implementation actions recommended to accomplish this ~~objective)-action~~).

—1.5.1— Amend City of Tumwater and Thurston County development regulations as necessary to ensure implementation of Joint Plan policies and recommendations.

—1.5.2— ~~Develop and adopt an urban services agreement between the City of Tumwater and Thurston County which that identifies specific City development standards and design guidelines to be applied by the Thurston County within the short term City of Tumwater urban growth area prior to annexation.~~

**Commented [BM22]:** County Staff Comment: This action seems outdated. We no longer have a short-term UGA, and we have an MOU about development standards. Propose removing this action.

**Commented [BM23]:** City Response: Yes, Goal policy action 1.5.2 seems out of date and could be removed

## GOAL #2

Ensure that development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, preserve open space, and reduce sprawl.

### Policy Objective Action

-2.1- Encourage the highest intensity growth to locate within the most appropriate areas.

-2.1.1- Implement the Goals and associated policies and ~~objectives~~actions of the City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan.

**Commented [BM24]:** County Staff Comment: Is this different from the Economic Development Element of the Tumwater Comprehensive Plan, referenced elsewhere in this document?

-2.2- Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

-2.2.1- Ensure that the County-Wide Planning Policies are implemented. ~~(See the Section 3.1, Introduction to this chapter, for an analysis of the County-Wide Planning Policies).~~

-2.2.2- Revise Thurston County zoning to be compatible with future land uses shown on the Joint Plan Land Use Map. ~~(See Chapter 10, Implementation, for a list of implementation actions recommended to accomplish this objective).~~action.

**Commented [BM25]:** City Response: Updated to reflect usage in the plan.

-2.2.3- Implement Thurston County zoning provisions ~~for that require~~ properties designated for residential land uses within the City of Tumwater urban growth area to ~~require development to~~ be configured so ~~those urban growth~~ areas may eventually infill and ~~become at~~ urban densities.

**Commented [BM26]:** County Staff Comment: I don't see any specific new actions listed in Chapter 10. In what ways is Thurston County zoning not consistent with the Joint Plan land use map?

-2.3- Encourage innovative land use management techniques such as density bonuses, cluster housing, z-lots, planned unit developments, and transfer of development rights.

-2.3.1- Revise the City's City of Tumwater's Development Standards to encourage innovative land use management techniques.

**Commented [BM27]:** City Response: There is one area where the zoning is not consistent with the Joint Plan. The CD zoning/MU designation on Littlerock/Prine which hasn't existed in Tumwater since the 1990s. The Commissioners didn't want to update the zoning until the Salmon Creek Basin issue was addressed. The Salmon Creek Comprehensive Drainage Basin Plan was completed in 2004.

- 2.3.2— ~~Consider future~~ Continue participation in a ~~county-wide~~countywide transfer of development rights program, in which some portion of the density range within a low—density residential designation is achievable through purchase of transferred development rights. ~~The objective of a county-wide~~The ~~countywide~~ transfer of development rights program ~~would be~~is to support conservation of ~~important natural and/or cultural resources (e.g., long-term agricultural lands, historic properties, or significant wildlife habitat).~~
- 2.4— Ensure that new annexations adhere to the City of Tumwater's Annexation Policies.
- 2.4.1— Continue land use designations shown on the Joint Plan Land Use Map immediately upon annexation as amendments to the City of Tumwater Land Use ~~Plan~~ Map. The City of Tumwater shall honor the land use designation for at least one year following annexation.
- 2.4.2— To implement this Joint Plan, the City of Tumwater may adopt zoning measures for unincorporated land ~~which~~that become effective immediately upon annexation. The City of Tumwater shall honor such zoning measures for at least one year following annexation.
- 2.4.3— Do not approve any annexation that includes territory outside the ~~long-term~~ urban growth boundary adopted by this Joint Plan, or subsequent amendments to this Joint Plan.
- 2.5— Encourage the development of architectural and landscape design ~~standards~~guidelines, where appropriate.
- 2.6— Ensure that applications for development permits are processed in a timely and fair manner, and that processing is coordinated between the City of Tumwater and Thurston County, to enhance predictability.

**Commented [BM28]:** County Staff Comment: The county's current program only prioritizes agricultural land, although we may be develop actions to expand it to the other categories through our Comprehensive Plan update.

**Commented [BM29]:** City Response: Staff supports the proposed text changes to be more accurate.

**"20.62.010 - Purpose.**  
The purpose of this chapter is to encourage the conservation of long-term commercially significant agricultural lands by allowing owners of such lands to realize the equity in the land's development potential without conversion to nonagricultural uses."

**GOAL #3**

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
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**LAND USE**

Ensure that adequate public services, facilities, and publicly-owned utilities are available to proposed and existing development.

**Policy**      **ObjectiveAction**

-3.1— Coordinate development with the ~~City's~~City of Tumwater and Thurston County's six-year Capital Facilities Plans.

—3.1.1— Ensure that the Capital Facilities Plans can be implemented through the Joint Plan's projected land use densities.

3.2— Ensure that development is in conformance with the City of Tumwater ~~Master Plans for Potable~~ Water System Plan and Sanitary Sewer Comprehensive Plan.

3.3— All proposed development should be analyzed for anticipated impact on services, either as an ~~element~~component of site plan review, or as part of environmental impact assessment.

-3.4— Preference normally should be given to providing adequate public facilities to settled areas rather than extending new services to sparsely settled or undeveloped areas.

—3.4.1— Allow public sewer and water service to be extended, consistent with the ~~City's~~City of Tumwater's annexation policies, to serve development within the urban growth boundary. Extensions beyond the urban growth boundary shall only be allowed when they meet the conditions specified in the Thurston County Sewerage General Plan and implementing agreement and the Thurston County Coordinated Water System Agreement, respectively. Water systems and community on-site sewage systems in the City of Tumwater urban growth area that the City of Tumwater agrees to own and operate should conform to adopted utility plans and standards.

-3.5— Public agencies should work with developers to determine where and when new public facilities are to be placed to permit proper development of commercial and residential projects. This process

should be directly related to the Capital Facilities Plan and site plan review in order to achieve concurrency.

—————3.5.1— Ensure that the County-Wide Planning Policies are implemented. ~~(See the Section 3.1, Introduction to this chapter, for an analysis of the County-Wide Planning Policies).~~

—3.6— Residential and commercial development utilizing septic tanks for sewage disposal, which have sanitary sewer laterals readily available, should be required to hook up to the sanitary sewer when the system fails, needs replacement, or requires major repairs, or when necessary for groundwater resource protection.

—3.7— Residences and businesses utilizing private wells for water systems ~~which~~ that have City water service available shall be required to connect to it when the well fails, needs replacement, or requires major repairs.

—3.8— When development is placed in areas where growth is planned and full municipal utility connection is not yet available, water and sewage conveyance, and disposal systems and stormwater facilities should be designed and constructed in conformance with adopted utility plans.

—3.9— Water systems designed and built prior to full utility connection should be considered for integration into the water utility to maximize potential for water source development.

#### GOAL #4

Encourage land use patterns that will increase the availability of affordable housing for all economic segments of the City of Tumwater population.

<b><u>Policy</u></b>	<b><u>ObjectiveAction</u></b>
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—4.1— Coordinate the Joint Plan ~~land use section~~Chapter 3, Land Use, with the City of Tumwater Housing ~~Plan~~Element and fully implement the goals, policies, and objectives of the Housing ~~Plan~~Element.

—4.2— Encourage innovative techniques for providing affordable housing that will result in an attractive product that will be an asset to the City of Tumwater community.

- 4.2.1 ~~Revise~~ Continue to revise and improve the ~~City's~~ City of Tumwater's Development Standards and Citywide Design Guidelines to encourage innovative land use management techniques.
- 4.3 Modular manufactured housing should be allowed to site on individual lots, as well as within mobile and manufactured home parks, to encourage affordable housing.
- 4.3.1 ~~Revise the City's~~ [The City of Tumwater's Zoning Code was revised to allow manufactured housing as an alternative construction method; and it should remain this way to meet the goals of the Housing Element and the Joint Plan.] Thurston County and the City of Tumwater should periodically review their regulations for consistency, as time allows.
- 4.4 Implementing regulations should permit experimentation in newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as affordability can be achieved.
- 4.4.1 ~~Revise~~ Continue to revise and improve the ~~City's~~ City of Tumwater's Development Standards and Citywide Design Guidelines to encourage innovative land use management techniques.
- 4.5 Higher density residential uses should be encouraged in order to provide affordable housing. These uses should blend with the existing character of the community.
- 4.5.1 ~~Develop architectural design standards~~ 4.5.1 Continue to refine and improve upon the Citywide Design Guidelines for multi-family development to assure the compatibility of higher densities with existing neighborhoods.
- 4.6 Mobile home parks ~~which that~~ were legally established prior to adoption of ~~this plan~~ the Joint Plan and ~~that are were~~ located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should

**Commented [BM30]:** County Staff Comment: Amend action to reference any needed updates to Thurston County's UGA zone?

**Commented [BM31]:** City Response: Added language regarding consistency between Thurston County and City of Tumwater zoning regulations.

not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

4.6.1 Locations of future manufactured home park development proposals should be carefully scrutinized to help ensure the safety of the more vulnerable portions of the population that tend to live in these parks (seniors, disabled, low income, etc.). This is especially important for mitigating impacts to these residents during natural disasters such as storms, power outages, and earthquakes. The Hazard Mitigation Plan should be referenced for more specific information and guidance.

#### GOAL #5

Ensure that development patterns that will encourage efficient multi-modal transportation systems are coordinated with regional, City, and County transportation plans.

**Commented [BM32]:** County Staff Comment: New action – This action is not very specific – is there more specific guidance elsewhere in Tumwater's code that should be adopted into the County's code for the UGA?

**Commented [BM33]:** City Response: The Hazard Mitigation Plan (TRPC 2017 Draft) has specifics on manufactured home parks in Tumwater and the UGA as well as how most of them are within geologically hazardous areas. This plan should will be referenced here.

—5.1— Ensure coordination with the City of Tumwater Transportation Plan and the Thurston Regional Transportation Plan.

~~5.2.1—~~ Ensure coordination ~~of this chapter~~ with the City of Tumwater, the City of Olympia, and Thurston County Parks ~~and~~ Recreation and Open Space Plans.

5.3.1 ~~Revise~~ Continue to revise and improve  
upon the ~~City's~~ City of Tumwater's Development  
Standards and Citywide Design Guidelines to encourage  
provision of these amenities, ~~including possible~~  
~~development of a City-wide design standards program.~~

**–5.5—** Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes and near commercial centers.

—5.7— Provide development incentives (such as increased density, increased square footage, increased height) for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.

35



- 5.9 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.
- 5.10 Encourage subdivision and commercial/retail project design ~~which that~~ facilitates cost-effective transit and emergency service delivery.
- 5.11 Discourage transportation improvements, regardless of their financing mechanisms, that would trigger premature development; that is, development ~~which that~~ is inconsistent with applicable ~~comprehensive plans~~ Comprehensive Plans and zoning.
- 5.12 Ensure that alternative transportation modes are included in ~~comprehensive plans~~ Comprehensive Plans, subdivisions ~~and~~, other land developments, as well as City of Tumwater and Thurston County transportation projects.

#### GOAL #6

Reduce impacts from flooding; encourage efficient stormwater management; and ensure that the groundwater of City of Tumwater is protected and preserved.

Policy	Objective	Action
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- |       |   |  |
|-------|---|--|
| -6.1  | Ensure that new development is in conformance with the requirements and standards of the <del>Northmost recently adopted Drainage Design and Erosion Control Manual Revision for Thurston Groundwater Protection Plan</del> <u>County</u> as well as the <u>Thurston Groundwater Protection Plan.</u> |  |
| -6.2  | Ensure that new development is in conformance with the requirements and standards of the <del>most recent version of the City of Tumwater's Master Storm Drainage Plan</del> <u>adopted drainage plan.</u>  |  |
| -6.3  | Ensure that new development meets the quality and quantity control requirements contained in the <del>Drainage Design and Erosion Control Manual for the Thurston Region.</del>   |  |
| -6.34 | Ordinances meeting applicable legal standards <del>Guided by critical areas protections, regulations for land uses within wellhead protection areas should continue to be adopted</del> <u>refined and updated</u> by the City of Tumwater and Thurston County. <del>Regulating land uses</del>       |  |

**Commented [BM34]:** County Staff Comment: Removed reference to the North Thurston Groundwater Protection Plan here, but not elsewhere in the plan. Should it still be referenced?

**Commented [BM35]:** City Response: Added reference to Thurston Groundwater Protection Plan back in the policy.

**Commented [BM36]:** County Staff Comment: Which standards/requirements apply if they differ? My understanding is that we apply the Thurston County DDECM in the UGAs.

**Commented [BM37]:** City Response: Removed reference to Tumwater and left reference to the drainage plan.

**Commented [BM38]:** County Staff Comment: We no longer have a regional stormwater manual. This action seems duplicative of 6.1 – remove?

**Commented [BM39]:** City Response: Removed.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 3 (2009 Update)**

**LAND USE**

within wellhead protection areas helps to ensure that negative effects on groundwater quality are avoided or mitigated.

**Commented [BM40]:** County Staff Comment: Critical Area protections for critical aquifer recharge areas would also apply to protecting groundwater.

**Commented [BM41]:** City Response: Updated language.

~~-6.54~~ — 7 Ensure that future land use and development is in conformance with regional wellhead protection policies and adopted wellhead protection programs of ~~Thurston County and~~ the City of Tumwater and Thurston County.

**Commented [BM42]:** County Staff Comment: Critical Area protections for critical aquifer recharge areas would also apply to protecting groundwater.

**Commented [BM43]:** City Response: Agreed.

~~-6.56~~ — 7 Ensure coordination with the Percival Creek Comprehensive Drainage Basin Plan.

~~-6.7~~ — 7 Ensure that new development is in conformance with aquifer protection standards of the ~~City's~~ City of Tumwater's Conservation ~~Plan~~ Element.

**Commented [BM44]:** County Staff Comment: Do these differ at all from those in the County's Critical Areas Ordinance?

**Commented [BM45]:** City Response: Yes, it does.

~~-6.8~~ — 6 Prohibit new residential development in the 100-year floodplain.

~~-6.9~~ — 7 Encourage consistency between the City of Tumwater and Thurston County critical area regulations within the City of Tumwater urban growth area and as they apply to natural features which form the City of Tumwater urban growth boundary ~~(e.g., such as the Deschutes River, Black Lake, or the Salmon Creek Basin).~~

Because the main water well in Tumwater was contaminated in the 1990s and became a superfund cleanup site, the City enacted regulations that prohibited certain uses within wellhead protection areas. It also gave a deadline for their removal. County does not have this in their regulations yet.

~~-6.108~~ — 7 Encourage the development and use of low impact development standards similar to those contained in the Zero Effect Drainage Discharge Ordinance as adopted by the City of Tumwater [Chapter 13.22 ~~TMC~~ Tumwater Municipal Code], the 2017 update to the Drainage Design and Erosion Control Manual, and the Low Impact Development requirements in State law.

~~6.119~~ — 7 Ensure that the recommendations of the Salmon Creek Comprehensive Drainage Basin Plan are followed and work to keep the development regulations for high groundwater flooding hazards for both the City of Tumwater and Thurston County consistent.

**GOAL #7**

Encourage the retention of open space, parks, trails, and development of recreational opportunities within the City of Tumwater.

**Policy**      **Objective** **Action**

-7.1— Ensure implementation of the City of Tumwater Parks, Recreation, and Open Space Plan.

-7.2— Ensure coordination of the Joint Plan with the open space retention and natural area preservation standards of the City's City of Tumwater's Conservation Plan Element.

~~7.2.1— A geological/critical area study and mapping program should be performed and updated regularly for all areas of the City's City of Tumwater's urban growth boundary. This study should address:~~

- ~~• — Geologic hazard areas~~
- ~~• — Erosion hazard areas~~
- ~~• — Landslide hazard areas~~
- ~~• — Mine hazard areas~~
- ~~• — Seismic hazard areas~~
- ~~• — Volcanic hazard areas~~
- ~~• — Aquatic hazard areas~~

~~○ — Floodways~~

~~• — 100 year flood plains~~

~~• — 500 year flood plains~~

~~• — Floodplain,~~

~~one percent~~

~~— Floodplain, 0.2 percent~~

~~○ Wetlands~~

~~• — Aquifer recharge areas~~

~~• — Special Shoreline~~

~~management areas~~

~~• — Groundwater flooding in the Salmon Creek Basin and other areas that experience groundwater flooding.~~

7.3— Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance the quality of living.

~~7.3.1— To make certain that areas of developments dedicated to open space provide the functions intended, Chapter 18.47.040(C) of the Thurston County Code the City's Zoning Ordinance should continue to specify the amount of area that must be dedicated for~~

**Commented [BM46]:** City Response: Seems like it might fit slightly better under Goal #8 so it has been moved.

**Commented [BM47]:** County Staff Comment: Not sure this action is under the right goal.

open space and require that it be in a configuration that is useful for the purpose desired.

**GOAL #8**

Ensure that physical limitations of the land are observed during the development process.

**Policy**      **ObjectiveAction**

~~-8.1~~      Ensure that new development is in conformance with the applicable standards and requirements for critical areas.

~~8.1.1      Conduct a geological study and mapping program for the City of Tumwater urban growth area, and update it on a regular basis (See Policy 7.2.1)).~~

**Commented [DG48]:** City Comment: See Policy 8.6

~~-8.2~~      Prohibit or set conditions on development based on anticipated adverse environmental impact.

~~-8.3~~      Inventory the hillside areas to determine which areas, because of known hazards, topographic formations and unstable soils, should be limited to extent of development.

~~8.3.1      Conduct a geological study and mapping program for the City of Tumwater urban growth area, and update it on a regular basis (See Policy 7.2.1)).~~

**Commented [DG49]:** City Comment: See Policy 8.6

~~-8.4~~      Development within the jurisdiction of the Shoreline Management JurisdictionAct shall adhere to the flood control policies, land use controls and regulations of the applicable environmental designation as described in the Thurston Region-Tumwater Shoreline Master Program adopted by and the City of Tumwater and Thurston County Shoreline Master Program.

~~Consider applying~~  
~~8.5~~      Reference the standards of the City'sCity of Tumwater's Tree Protection Ordinance [Chapter 16.08 Tumwater Municipal Code] to the unincorporatedCity of Tumwater urban growth area through an intergovernmental agreement.

~~8.6~~      A geological/critical area study and mapping program should be performed and updated regularly for all areas of the City of Tumwater's urban growth boundary. This study should address:

- Geologic hazard areas
- Erosion hazard areas
- Landslide hazard areas
- Mine hazard areas
- Seismic hazard areas
- Volcanic hazard areas
- Aquatic hazard areas
  - Floodways
  - Floodplain, one-percent
  - Floodplain, 0.2 percent
  - Wetlands
- Aquifer recharge areas
- Shoreline management areas
- Groundwater flooding in the Salmon Creek Basin and other areas that experience groundwater flooding.

**Commented [BM50]:** City Response: Seems like it might fit slightly better under Goal 8 so it was moved here from Goal 7.

## GOAL #9

Identify what conditions should be applied to development in residential areas, using appropriate City or County implementing regulations.

### Policy

### Objective Action

- 9.1— Residential developments should be protected from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial and industrial uses.
- 9.2— Allow for multi-family residential development through appropriate zoning. Consideration should be given to encouraging this type of development near centers of community services.
- 9.2.1— Development Standards and Citywide Design Guidelines should encourage innovative land use management techniques.
- 9.3— Design features of new residential areas should integrate the existing natural systems into the layout and siting of dwelling units. Trees and significant ecological systems, in so far as possible, should be preserved.
- 9.3.1— Development Standards and Citywide Design Guidelines should encourage innovative land use management techniques.

~~-9.4~~ Implementing regulations should permit experimentation in newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.

~~9.4.1~~ Development Standards and Citywide Design Guidelines should encourage innovative land use management techniques.

~~-9.5~~ Implementing regulations should address the issue of private residential communities and their impacts.

#### **GOAL #10**

Identify policies and regulations that should be applied to commercial and industrial areas and uses, using appropriate City or County implementing regulations.

<u><b>Policy</b></u>	<u><b>ObjectiveAction</b></u>
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<del>-10.1</del>	The land use designations in this Joint Plan should be consistent with the <del>City's</del> <u>City of Tumwater's</u> Economic Development Plan, <u>an Element of the City of Tumwater Comprehensive Plan</u> .
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<del>-10.2</del>	Developers shall be encouraged to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.
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<del>-10.3</del>	Commercial, industrial, and manufacturing uses should be grouped into centers rather than dispersed throughout the <u>City of Tumwater</u> urban growth area. These centers shall have a landscaped, urban park quality.
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10.4	Future development of commercial, manufacturing, and light industrial areas in the <u>City of Tumwater</u> <u>urban growth</u> area should rest on a comprehensive, integrated planning scheme incorporating performance standards regarding:
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- |    |               |   |
|----|---------------|---|
| 1. | <del>1.</del> | Green belts and buffering                 |
| 2. | <del>2.</del> | Landscaping                               |
| 3. | <del>3.</del> | Parking facilities                        |
| 4. | <del>4.</del> | Other items of site design as appropriate |

-10.5— Land use regulations should guide new industrial development into areas and patterns that minimize, if possible, heavy trucking through residential and business areas.

-10.6— Commercial and industrial structures, where practical, should be low profile and should provide landscaping including lawns, trees, and shrubs.

10.6.1- Consider implementation of ~~Tumwater's Design Guidelines a commercial landscaping ordinance~~ within the City of Tumwater urban growth area.

**Commented [BM51]: County Staff Comment:** Is this action still desired? Is there a commensurate ordinance within the Tumwater code?

-10.7— Commercial and industrial land uses should be located close to arterial routes and freeway access and rail facilities.

**Commented [BM52]: City Response:** Proposed change to ...Consider applying Tumwater's design guidelines in the Tumwater UGA... for consistency in development.

-10.8— Neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods should be encouraged to reduce traffic generation. -Generally, these uses should be very small, not generate excessive traffic, and be compatible with nearby residences.

10.8.1— ~~Create a~~ Refine and update the neighborhood commercial zone ~~as part of the Tumwater Zoning Code to reflect changing conditions and market realities.~~

**Commented [BM53]: County Staff Comment:** Removed Policy 10.11: In addition to industrial uses, one mobile home should be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.

Is there a reason this policy was removed?

**Commented [BM54]: City Response:** The City does not allow residential uses (SF, MF, MHs) in the Light Industrial zone district because of the negative impacts on residential uses.

New mobile homes are not allowed either by the City or County Code on an existing lot of record, unless they were legally established prior to the effective date of the TCC.

**TCC 22.24.020(L)**

*Mobile home parks, individual mobile homes and single-family homes which were legally established prior to the effective date of this title, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted;*

-10.10— Light industrial development on properties east of Interstate 5 and south of 93rd Avenue shall take direct access from either 93rd Avenue or Kimmie Road.

~~10.11 In addition to industrial uses, one mobile home should be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.~~

#### GOAL #11

Promote energy efficiency in new development.

Policy	ObjectiveAction
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|-------|--|
| -11.1 | Promote the potential energy efficiencies associated with mixed-use developments and centers.  |
| -11.2 | Encourage building design, orientation, and land use arrangements that take advantage of natural <del>land forms</del> landforms, existing vegetation, and climatic features for <del>the purpose of</del> reducing energy demands for heating and cooling purposes. |
| -11.3 | Where appropriate, aggressively pursue conservation and/or system improvements as a potential means to defer the siting and development of new facilities.   |
| -11.4 | Recognize the savings in energy usage for heating and cooling purposes associated with common wall construction.   |
| -11.5 | Encourage existing and new development to use landscaping to take advantage of the sun's warming rays in winter and to provide shade in summer.  |
| -11.6 | Orient development sites to take advantage of the potential energy savings through optimally using solar energy.   |
| -11.7 | Mitigate wherever feasible the impact of new development and landscaping on the solar accessibility of adjoining lots.   |
| -11.8 | Encourage development and integration of new energy technologies in the design of new development and redevelopment <del>which</del> that result in energy and cost savings.   |

#### GOAL #12

Promote the preservation of sites of historical and cultural significance.



Policy	Objective	Action
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-12.1	Ensure coordination of the <del>land-use element</del> Land Use Element with the City of Tumwater and Thurston County historic preservation programs.	
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-12.2	Make land use decisions that protect designated state and national landmarks listed by the State Office of Archaeology and Historic Preservation.	
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**GOAL #13**

Protect Olympia Regional Airport from incompatible land uses and activities that could ~~impact~~ affect present and future use of airport facilities and operations. Regulations and/or criteria should reflect the urban environment adjacent to the airport.

**Policy**      **Objective****Action**

- 13.1 Promote the safe operation of Olympia Regional Airport by encouraging compatible land uses and activities, and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
- 13.2 Coordinate the protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations.
- 13.3 Amend the City of Tumwater Urban Growth Area Zoning Code, including the Airport ~~Hazard~~ Overlay Zone, to protect Olympia Regional Airport from incompatible land uses and activities. Consider the Washington State Department of Transportation Aviation Division Publication *"Airports and Compatible Land Use, Volume I"*,<sup>6</sup> and other **[best available]** technical information **[to the extent practical within an urban area]**.<sup>6</sup> The following issues should be considered when amending the zoning code:

<sup>6</sup>-Bracketed, bold text was approved by the Tumwater City Council in September 2003, but was not approved by the Thurston County Board of Commissioners.

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13.3.1 ~~Amend Thurston County Code to regulate land uses within the Airport Hazard Overlay to ensure they are compatible with Olympia Airport activities and protect the health and safety of citizens in this area. Amend Thurston County Code for the areas outside, but adjacent to, the City of Tumwater urban growth area to regulate land uses within these areas the same as properties within the City of Tumwater and the City of Tumwater urban growth area that are within the Airport Hazard Overlay. Land uses that are incompatible with the Airport Hazard Overlay zone, such as critical facilities or uses which result in large gatherings of people, should be avoided at all costs due to the strong potential for tragic airplane crashes.~~

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13.3.2 Height Hazards. Prohibit structures and trees from penetrating airspace surfaces as defined by Title 14 of the Code of Federal Regulations Part 77, except as necessary and incidental to airport operations.

**Commented [BM55]:** County Staff Comment: New. I don't know that it is appropriate to have an action in the Joint Plan that is focused on an area outside the UGA.

This action could be simplified to something like: Amend Thurston County Code to regulate land uses within the Airport Hazard Overlay to ensure they are compatible with Olympia Airport activities and protect the health and safety of citizens in this area.

**Commented [BM56]:** City Response: Change to language regarding airport overlay made. This section is included because a critical facility, the EOC, was placed directly in line with the runway for the airport. It is in a departure/approach zone and would not likely have been allowed if in the City.

<sup>6</sup> Bracketed, bold text was approved by the Tumwater City Council in September 2003, but was not approved by the Thurston County Board of Commissioners.

13.3.3 Land Use Types and Intensities. Determine appropriate land uses and the intensity of land uses that are compatible with airport and aviation uses. Consider methods for developing contiguous open space areas within the Airport Hazard Overlay Zone that provide functional open space needs for aircraft in cases of an emergency. Open space areas should be large and contiguous to other open space areas.

13.3.4 Disclosure Statement. Require a note to be recorded with the Thurston County Auditor for each lot when subdivision, short subdivision, binding site plan, building permit or other development activity is located within the Airport Hazard Overlay Zone. The note should state that the property is located within the Airport Hazard Overlay Zone in which a variety of aviation activities occur. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation, and other associated activities.

#### GOAL#14

Integrate goals and policies of the Sustainable Thurston Plan into the City and County's Comprehensive Plans, including the Joint Plan.

<u>Policy</u>	<u>Action</u>
<u>14.1</u>	<u>Create vibrant centers, corridors, and neighborhoods while accommodating growth. (Priority Goal 1 of Sustainable Thurston Plan)</u>
<u>14.1.1</u>	<u>Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. (Action Step for Priority Goal #1 of Sustainable Thurston Plan)</u>
<u>14.1.2</u>	<u>Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes. (Action Step for Priority Goal #1 of Sustainable Thurston Plan)</u>

**Commented [BM57]:** County Staff Comment: New goal. Could these policies/action be better integrated into the goals above?

**Commented [BM58]:** City Response: Staff believes the *Sustainable Thurston Plan* is important enough to most of the City's elected leaders that it warrants having its own Goals, policies, and actions within this plan.

- 14.2 Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services. (Goal C-1 of Sustainable Thurston Plan)
- 14.2.1 Conduct District and Neighborhood area planning. Involve the neighborhood in the process, answer questions up front, and encourage sharing of ideas and information with the goal of creating clarity and predictability about outcomes. Processes include discussions about density and design and using form-based codes or other tools that may streamline the permit process by creating more certainty about outcomes that may reduce opposition and costly delays. Identify specific action steps needed to achieve resulting District or Neighborhood vision. (Action C-1.1 for Goal C-1 p.81 of Sustainable Thurston Plan)
- 14.3 Create safe and vibrant neighborhoods with places that build community and encourage active transportation. (Goal C-3 of Sustainable Thurston Plan)
- 14.3.1 Conduct neighborhood area planning with the goal of: increasing housing density and diversity; identifying opportunities for small neighborhood commercial centers; and preserving neighborhood character and quality of life. (Action C-3.1 of Sustainable Thurston Plan)
- 14.3.2 Work to establish “20-minute neighborhoods” that offer most neighborhood residents an array of basic services within a half mile or 20 minute walk from home. (Action C-3.2 of Sustainable Thurston Plan)
- 14.3.3 Encourage appropriately scaled home-based business and live/work opportunities in neighborhoods. (Action C-3.3 of Sustainable Thurston Plan)
- 14.3.4 Rethink low-density residential-only zoning districts in the urban areas where there is still greenfield buildable land. (Action C-3.5 of Sustainable Thurston Plan)
- 14.3.5 Take a comprehensive look at the vacant land supply in the City of Tumwater urban growth area, and remove any areas that are not suitable for urban development for environmental reasons such as high groundwater, large amounts of wetlands, location in relation to streams.

rivers, and floodplains, or steep slopes. (Action C-3.6 of Sustainable Thurston Plan)

### 3.3 Land Supply Analysis

#### 3.3.1 Introduction

The purpose of the urban area land supply analysis is to determine how much residential, commercial, and industrial land will be needed in the City of Tumwater ~~will need to have in order~~ urban growth area to accommodate at least 20 years of projected growth. The City of Tumwater urban growth area includes not only the unincorporated portion but also the entire City so the calculations in this subsection are for the City and its urban growth area.

~~Under the Growth~~ The State Office of Financial Management Act, gives counties planning under the Growth Management Act ~~are given~~ a 20-year population ~~forecast by the State Office of Financial Management (OFM). These population estimates are to be used by the projection.~~ The counties and the cities within them use these population estimates to designate their urban growth areas. Thurston County and all of the cities and towns within it must accommodate at least the population ~~forecast by OFM~~ projection by State Office of Financial Management.

County-Wide Policy ~~X (Ten)~~ XI – County-Wide Policies Which Establish a Process to Develop Future Policies addresses population distribution in the City of Tumwater:

11.1. Process to determine and assure sufficiency of ~~urban growth areas~~ Urban Growth Areas to permit projected urban population-:

- ~~—~~ a. The ~~S~~state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as ~~a minimum amount~~ the range of population to be accommodated for the coming 20 years.
- ~~—~~ b. Within the overall framework of the OFM population projections for the County ~~and by August 1, 1992~~, Thurston Regional Planning Council will develop ~~countywide and~~ smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations, and buildout trends.
- ~~—~~ c. A review and evaluation program pursuant to RCW 36.70A.215 (“Buildable Lands Program”) will be established. The ~~Urban Growth Management Subcommittee of~~ evaluation and subsequent updates required under the Buildable Lands

Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130 (3).

i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.

ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.

iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.

d. The Thurston Regional Planning Council will review the ~~Thurston Regional Planning Council's~~ smaller area population projections to assure that the ~~minimum~~ 20-year population is accommodated ~~County-wide~~, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

~~Explanatory Comment: If the smaller area projections under "b" above indicate, for example, that based on existing planning/zoning and buildout trends that one or all urban growth areas would be full before 20 years, the County and cities will be in a position through the review that would take place under provision "c" to identify needed actions, such as enlarging growth boundaries, encouraging more compact development inside growth areas, mechanisms to cut the amount of population coming into the County, etc.~~

Figure 3-15 shows a forecast~~projection~~ of population growth for the City of Tumwater and its urban growth boundary. ~~This forecast was~~area developed by the Thurston Regional Planning Council ~~and~~. It is based upon a hybrid economic and demographic model. ~~Bear in mind that the Joint Plan addresses the urban growth area (and that is~~

Thurston Regional Planning Council applied two growth scenarios in their model: current trends and full density. The current trends projection assumes that growth will occur as it has with existing zoning and development regulations. The full

density assumes that development will occur in a more compact manner than presently outside occurs and that more growth will be accommodated in the City and its urban growth area. Given the goals and mandates of the Growth Management Act and the policies and land use designations used in the Land Use Element and the Housing Element, the full density population projection has been used.

Figure 5. City of Tumwater city limits). The Tumwater Land Use Plan is the adopted City plan for accommodating the population forecasted for the Tumwater city limits and Urban Growth Area 20-Year Population Projection

TUMWATER AND URBAN GROWTH AREA 20 YEAR POPULATION FORECAST				
	2002* 2015 <sup>1</sup> Population	2035 <sup>2**</sup> Population	Population Increase	%Percent Increase (2002-2022) 2015-2035
Tumwater	42,730 21,939	48,562 34,680	5,832 12,741	46 58%
Urban Growth Area	7,552 3,250	46,358 8,203	8,806 4,954	44 61 52%
Combined Areas	20,282 25,188	34,920 42,883	14,638 17,695	72 70%

\*Source: <sup>1</sup> Office of Financial Management, Forecasting Division, *April 1 Population of Cities, Towns, and Counties Used for Allocation of Selected State Revenues, State of Washington, Corrected 10/3/02*

\*\* Source: <sup>2</sup> The Profile, October 2002 15, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report, April 1, 2015, 1999.

Note: The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

The data in Figure 3-15 indicates that the total forecasted population for Tumwater's the City of Tumwater and the urban growth area in 2022 will be 46,358 42,883 persons in 2035. In 2002 As of 2015, the population within Tumwater's the City of Tumwater and the urban growth area was 7,552 was 25,188. It can be seen that an additional population of 8,806 17,695 must be accommodated within the urban growth area within the 20-year planning period.

To provide for this anticipated growth, it is necessary to have a thorough understanding of what kind of land is realistically developable, available and suitable for growth in the Tumwater area. This section provides an analysis to provide that understanding for the Tumwater urban growth area. An identical analysis is included in the Tumwater Land Use Plan

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**Commented [BM59]:** County Staff Comment: Date of data? Why not use all of TRPC's data from the Profile? They are close, but slightly different. I don't think OFM tracks the UGA area.

**Commented [BM60]:** City Response: OFM provides the final and official population number of the City. TRPC provides population forecasts.

**Commented [BM61]:** County Staff Comment: Date? 2015?

**Commented [BM62]:** City Response: April 1, 2015.

**Commented [BM63]:** County Staff Comment: Could be updated now, or is it important to match the period and projections used in the adopted Tumwater Comprehensive Plan?

**Commented [BM64]:** City Response: We recommend having them match.

~~for the area presently within the Tumwater city limits.~~

~~The first step in performing an urban area land supply analysis is to determine what land uses are in the entire City of Tumwater urban growth area, including the City of Tumwater, through a land use inventory and land use database. As indicated in Chapter 1, Introduction, this has been completed by the Thurston Regional Planning Council through the Buildable Lands Program.~~

### 3.3.2 Partially Used and Under Utilized Land Supply Analysis

It is particularly difficult to determine build out of partially used and under-utilized land due to several factors such as current economic conditions, property owners holding property from the market for an anticipated increase in value, businesses retaining property for future expansion, and residential property owners holding property in order to retain privacy around an existing unit. Thurston Regional Planning Council has incorporated these factors into their buildable lands estimates for ~~2002~~15.

### 3.3.3 Developable or Re-developable Land Supply Analysis

It is important to know that not all of the vacant land in the City of Tumwater and its urban growth area is available for development. Land might not be available for development for some or all of the following reasons:

- ~~1. The land is undevelopable due to environmental constraints such as geological hazards, and wetlands. These constraints are clarified in the City of Tumwater's Conservation Element. Previously, a factor of 20% was used to estimate the amount of this type of undevelopable land. However, due to new data and mapping systems, almost all of the environmental constraints have been were mapped and can be calculated at an acceptable accuracy level. Thurston Regional Planning Council has done this task and incorporated it into the 2002 Buildable Lands Report. (Buildable Lands Technical Documentation, Table 12) for Thurston County (2014).<sup>7</sup>~~

~~—Note: Thurston Regional Planning Council did not use steep slope data in determining the 2002 buildable lands data for Tumwater and the urban growth area due to an unacceptable level of accuracy when applied to a parcel based map. (Buildable Lands Technical Documentation, p.34 and Table 11)~~

- A certain amount of vacant land is needed for roads and rights-of-ways.

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<sup>7</sup> Thurston Regional Planning Council did not use steep slope data in determining the Buildable Lands data for the City of Tumwater due to an unacceptable level of accuracy when applied to a parcel based citywide map of the City of Tumwater.



Thurston Regional Planning Council has calculated that 17% of the vacant developable land will be needed for future roads and rights-of-way.

3. ~~3.~~—A certain amount of vacant land will be developed into uses other than residential. These uses include churches, parks, schools, and daycares, all of which are currently allowed within residential zones. Thurston Regional Planning Council estimates that these uses will consume varying amounts of land within different residential zones. ~~The amounts are as follows: Multi-Family High Density is 0%, Multi-Family Medium Density is 2.5%, Single-Family Medium Density is 7.5%, Single-Family Low Density is 7.5%, Residential/Sensitive Resource is 7.5%, and Mixed Use is 0%. (Buildable Lands Technical Documentation, Table 21)~~

Thurston Regional Planning Council has determined that 25% of the vacant developable land, which is being held out of the marketplace for investment, future expansion, or personal use, will be available for development every five years. It is assumed that all of this type of land will be available for development at one time or another during the 20-year planning period.

~~As a general rule~~Generally, land with the fewest site constraints develops first because it is less expensive and more convenient to develop. Remaining vacant land may have more site constraints and be more difficult to develop.

When the preceding factors are taken into consideration, there may be less land available for development or re-development than is initially apparent. This is shown in Figures 6, 7, and 8 below.

Figure 6. Buildable Commercial Land in Acres

NET BUILDABLE RESIDENTIAL LAND IN ACRES				
<u>City or Urban Growth Area</u> <u>Zone</u>	<u>Zone</u> <u>Residential Buildable Land*</u>	<u>Future Roads**</u> <u>Vacant or Partially-used</u>	<u>Redevelopable<sup>1</sup></u> <u>Other Uses***</u>	<u>Other</u> <u>Net Residential Buildable Land</u>
<u>R/SR</u> <u>City</u>	<u>160</u> <u>Brewery District</u>	<u>27</u> <u>11</u>	12	<u>121</u> <u>-</u>
<u>SFL</u>	<u>2261</u> <u>Capitol Boulevard Corridor</u>	<u>384</u> <u>8</u>	<u>170</u> <u>28</u>	<u>1707</u> <u>-</u>
<u>SFM</u>	<u>570</u> <u>Community Services</u>	<u>97</u> <u>0</u>	<u>43</u> <u>-</u>	<u>430</u> <u>-</u>
<u>MFH</u>	<u>General Commercial</u>	<u>164</u>	<u>39</u>	<u>-</u>
	<u>Historic Commercial</u>	<u>-</u>	<u>0</u>	<u>-</u>
	<u>Mixed Use</u>	<u>46</u>	<u>6</u>	<u>-</u>
	<u>Neighborhood Commercial<sup>5</sup></u>	<u>90</u> <u>13</u>	<u>132</u>	<u>426</u> <u>-</u>
<u>MFH</u>	<u>Town Center<sup>5</sup></u>	<u>1</u> <u>19</u>	<u>0</u> <u>10</u>	<u>4</u> <u>Unknown<sup>2</sup></u>
<u>MU****</u> <u>Urban Growth Area</u>	<u>3</u> <u>Business Park</u>	<u>0</u> <u>17</u>	<u>0</u> <u>-</u>	<u>3</u> <u>-</u>
	<u>Commercial Development</u>	<u>6</u>	<u>10</u>	<u>-</u>
	<u>General Commercial</u>	<u>33</u>	<u>2</u>	<u>-</u>

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	Neighborhood Commercial	2	1	:
Total		35280	599111	2382691

Figure 3-2:

R/SR Residential/Sensitive Resource

**SFL Single Family Low Density**

SFM Single Family Medium Density

**MFH Multi-Family Medium Density**

MFH Multi-Family High Density

MU Mixed Use

Source: Thurston Regional Planning Council (TRPC).

\*TRPC data was adjusted for annexations and rezones that occurred between January 2000 and December 2003.

\*\*TRPC estimates 17% of buildable land will be consumed Notes: <sup>1</sup> Land with roads.

\*\*\*TRPC estimates that churches, parks, and schools will consume varying amounts of land within different residential zones. The amounts are as follows: MFH is 0%, MFH is 2.5%, SFM is 7.5%, SFL is 7.5%, R/SR is 7.5%, and MU at 0%.

\*\*\*\*TRPC estimates that in Tumwater only 10% of land zoned for Mixed Use will develop as residential. This changes the original 25 acres of buildable Mixed Use land into 3 acres. Source: TRPC 2002 Buildable Lands Technical Documentation Table 20.

Figure 3-2 shows the net buildable residential land within the urban growth area by zoning district. The figure first starts with the gross buildable land acreage of each residential zone. Then land is subtracted for future roads and other non-residential moderate to high likelihood of intensifying uses which are allowed in these residential zones (daycares, churches etc.).

Starting with the Thurston Regional Planning Council buildable lands data, the following assumptions were used for the population accommodation/land supply calculations:

- 17% of land area will consist of right of way and utilities. (Thurston Regional Planning Council)
- Churches, parks, and schools will consume varying amounts of land within different residential zones. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 21)
- Critical areas and developed land were removed from the buildable lands data by Thurston Regional Planning Council. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 12)

LAND USE

**Commented [BM65]:** County Staff Comment: These totals differ from those in the Buildable Lands Report (303/104) – is that because you took out the Mixed Use Zone?

**Commented [BM66]:** City Response: Unknown at this point.

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~~— The average number of persons per household in Thurston County will remain at 2.67 for the twenty year planning period. (Thurston Regional Planning Council The Profile October 2002, Table II-9)~~

~~— 10% of the Mixed Use areas will develop with residential uses and these will have a density of 14 dwelling units per acre. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 20)~~

~~—<sup>2</sup> Development will occur with a minimum density policy (potential not estimated for Port of Olympia's properties in the City of Tumwater Land Use Plan)-and Brewery Properties.~~

Figure 7. Buildable Industrial Lands in Acres

**TOTAL DWELLING UNITS POSSIBLE AT MAXIMUM AND MINIMUM DENSITY BUILDOUT**

<u>City or Urban Growth Area</u> <u>Zone</u>	<u>Zone</u> Density Range Dwelling Units/Acre	Net-Buildable Acres <u>Vacant or Partially-used</u>	Dwellings-at Minimum Density Buildout <u>Redevelopable</u> <sup>1</sup>	<u>Other</u> Dwellings at Maximum Density Buildout
<u>R/SR</u> City	<u>2-4</u> <u>Airport Related Industry</u>	<u>1210</u>	<u>2420</u>	<u>484</u> <u>Unknown</u> <sup>2</sup>
<u>SFL</u>	<u>Heavy Industrial</u> <u>4-7</u>	<u>1707</u> <u>4</u>	<u>6828</u> <u>1</u>	<u>11049</u> <u>2</u>
<u>SFM</u>	<u>Light Industrial</u> <u>6-9</u>	<u>4308</u> <u>11</u>	<u>2580</u> <u>131</u>	<u>3870</u> <u>Unknown</u> <sup>2</sup>
<u>MFH</u> <u>Urban Growth Area</u>	<u>Light Industrial</u> <u>9-15</u>	<u>426</u> <u>189</u>	<u>3924</u> <u>27</u>	<u>6390</u> <u>Unknown</u> <sup>2</sup>
<u>MPH</u>	<u>14-20</u>	<u>4</u>	<u>56</u>	<u>116</u>
<u>MU</u>	<u>14</u>	<u>3</u>	<u>42</u>	<u>42</u>
<b>Total</b>		<b><u>N/A</u><u>1,004</u></b>	<b><u>2691</u><u>160</u></b>	<b><u>13672</u><u>22851</u></b>

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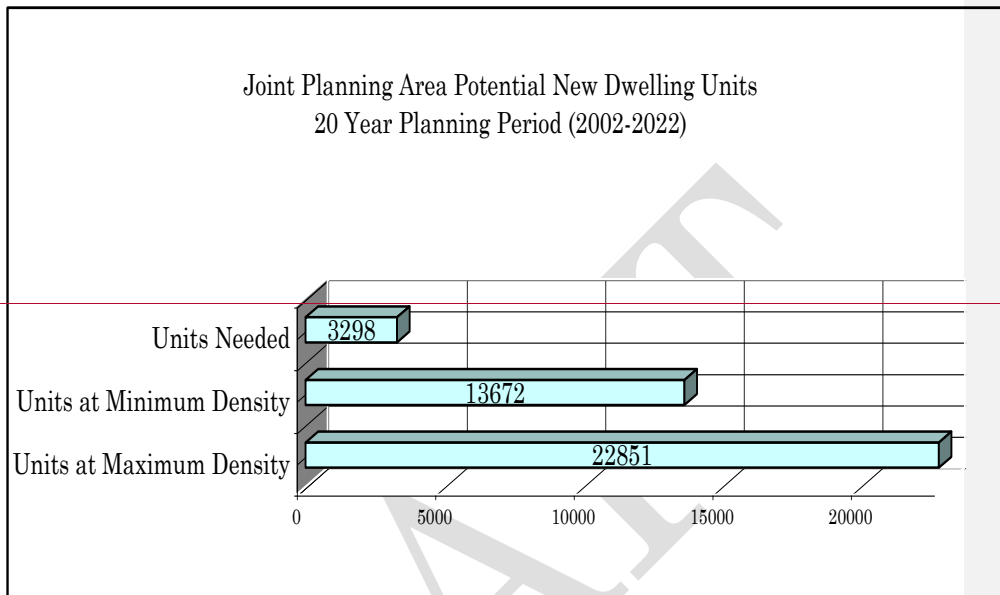
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Figure 3-3.

*R/SR Residential/Sensitive Resource*  
*SFL Single Family Low Density*  
*SFM Single Family Medium Density*  
*MFH Multi-Family Medium Density*  
*MPH Multi-Family High Density*  
*MU Mixed Use*

Figure 3-3 shows the total number of dwelling units possible at both minimum density buildout and at maximum density buildout. If all of the net buildable residential land was built out at the minimum density, there would be 13,672 new dwelling units. If buildout occurred at the maximum density permitted there would be 22,851 new dwelling units. Both of these scenarios would provide more than the minimum amount of dwelling units needed to accommodate the projected population of the Tumwater urban growth area during the 20 year planning period.

Thurston Regional Planning Council has calculated the average household size in unincorporated Thurston County to be 2.67 persons. Based on the projected population increase of 8,806 people and the average household size of 2.67 persons it can be assumed that there will be a need for 3,298 new residential units in the Tumwater urban growth area in the 20 year planning period.



**Figure 3-4**

**Figure 3-4 Notes:** <sup>1</sup> Land with moderate to high likelihood of intensifying uses.  
<sup>2</sup> Development potential not estimated for Port of Olympia's properties in the City of Tumwater and Brewery Properties.

### 3.3.4 Analysis of Population Accommodation

In order to determine whether the City has the capacity to accommodate the projected population, an analysis of all of the proposed residential land use designations was performed. The Mixed Use designation has been included in these calculations to reflect the potential of this designation to accommodate residential development.

**Figure 8. Residential Land Supply and Future Development Capacity**

<u>City or Urban Growth Area (UGA)</u>	<u>Zone</u>	<u>Residential Buildable Land Estimate in year 2013 (Acres)</u>	<u>2014 Dwelling Units</u>	<u>Additional Residential Capacity on Buildable Land (2015-Buildout)</u>	<u>Redevelopment and Accessory Dwelling Unit Estimate</u>

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**LAND USE**

<u>City or Urban Growth Area (UGA)</u>	<u>Zone</u>	<u>Residential Buildable Land Estimate in year 2013 (Acres)</u>	<u>2014 Dwelling Units</u>	<u>Additional Residential Capacity on Buildable Land (2015-Buildout)</u>	<u>Redevelopment and Accessory Dwelling Unit Estimate</u>
<u>City</u>	<u>Brewery District</u>	<u>1</u>	<u>36</u>	<u>26</u>	<u>221</u>
<u>City</u>	<u>Capitol Boulevard Corridor</u>	<u>1</u>	<u>62</u>	<u>25</u>	<u>347</u>
<u>City</u>	<u>General Commercial</u>	<u>6</u>	<u>99</u>	<u>76</u>	<u>10</u>
<u>City</u>	<u>Light Industrial</u>	<u>-</u>	<u>75</u>	<u>-</u>	<u>-</u>
<u>City</u>	<u>Multi-Family High Density Residential</u>	<u>12</u>	<u>1,053</u>	<u>356</u>	<u>0</u>
<u>City</u>	<u>Multi-Family Medium Density Residential</u>	<u>157</u>	<u>1,658</u>	<u>1,062</u>	<u>-</u>
<u>City</u>	<u>Manufactured Home Park</u>	<u>6</u>	<u>506</u>	<u>28</u>	<u>-</u>
<u>City</u>	<u>Mixed Use</u>	<u>5</u>	<u>84</u>	<u>117</u>	<u>8</u>
<u>City</u>	<u>Residential and Sensitive Resource</u>	<u>149</u>	<u>256</u>	<u>414</u>	<u>-</u>
<u>City</u>	<u>Single Family Low Density Residential</u>	<u>674</u>	<u>2,314</u>	<u>2,979</u>	<u>6</u>
<u>City</u>	<u>Single Family Medium Density Residential</u>	<u>414</u>	<u>3,468</u>	<u>1,998</u>	<u>44</u>
<u>City</u>	<u>Town Center Mixed Use</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>1</u>
<u>City</u>	<u>Town Center Residential</u>	<u>1</u>	<u>165</u>	<u>18</u>	<u>14</u>
<u>UGA</u>	<u>Commercial Development</u>	<u>0</u>	<u>23</u>	<u>1</u>	<u>2</u>
<u>UGA</u>	<u>Multi-Family Medium Density Residential</u>	<u>67</u>	<u>430</u>	<u>387</u>	<u>-</u>

<u>City or Urban Growth Area (UGA)</u>	<u>Zone</u>	<u>Residential Buildable Land Estimate in year 2013 (Acres)</u>	<u>2014 Dwelling Units</u>	<u>Additional Residential Capacity on Buildable Land (2015-Buildout)</u>	<u>Redevelopment and Accessory Dwelling Unit Estimate</u>
<u>UGA</u>	<u>Residential and Sensitive Resource</u>	<u>36</u>	<u>132</u>	<u>84</u>	<u>-</u>
<u>UGA</u>	<u>Single Family Low Density Residential</u>	<u>371</u>	<u>604</u>	<u>1,507</u>	<u>-</u>
<u>UGA</u>	<u>Single Family Medium Density Residential</u>	<u>108</u>	<u>102</u>	<u>695</u>	<u>0</u>
<b>Total</b>		<b>2,010</b>	<b>11,067</b>	<b>9,781</b>	<b>653</b>

Source: Thurston Regional Planning Council Data Program

Note: This data set is updated from that used in the 2013 Buildable Lands Report; dwelling units were updated to 2014, and two new zoning districts were included in the analysis. Capacity estimates include reductions for public facilities such as roads, schools, and parks as noted in Thurston Regional Planning Council's Land Supply Assumptions documentation.

**Commented [BM67]:** County Staff Comment: The Buildable Lands Report is from 2014?

**Commented [BM68]:** City Response: 2014 appears to be the last one available from TRPC.

**Figure 9. New Dwelling Units Required for 20-Year Planning Period**

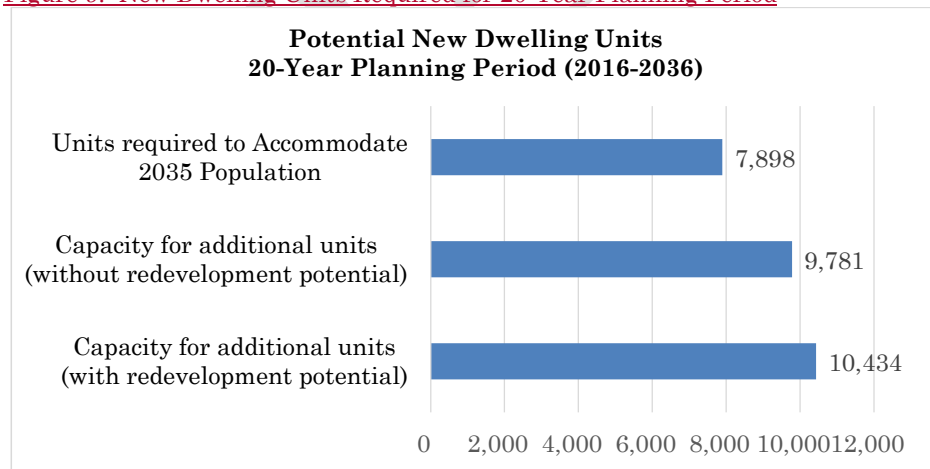


Figure 9 shows the results of the calculations graphically ~~for the Tumwater urban growth area~~. The first bar of the graph shows the number of residential units needed to accommodate projected population growth. The second and third bars of the graph



indicate the potential new units that could be constructed. The minimum and maximum density bars are based on the density ranges of each residential land use designation— and the Mixed Use designation.

Figure 3-4What the graph shows is that the City of Tumwater and its urban growth area can accommodate the projected population growth. The land supply analysis demonstrates that the projected population increase of 8,806, and the resulting need for 3,298 residential dwelling units, can be accommodatedEven if all development occurs at either the minimum or maximum density, accommodation of all the projected population will be possible. However, it is not expected that the majority of development will occur at minimum densities allowed by the Joint Plan Future. As population increases in the Thurston County area and housing costs become increasingly more expensive due to land and construction costs, it is likely that a larger market for higher density development will occur.

Each land use designation intended for residential uses will utilize a minimum density policy. A minimum density policy would require development to be configured so that infill may occur in the future and would ensure that valuable urban land is not developed at extremely low densities. The minimum density policy is one of the main tools to accommodate future population in the Land Use Map—Element.

The land supply analysis should be reviewed on a regular basis and new development should be tracked to determine if the City of Tumwater urban growth area will meet its population accommodation goals for the 20-year time period. The population allocated to the City of Tumwater urban growth area is a forecast; it may not actually occur. The calculations may need to be adjusted as regional population projections change in the future.

### 3.4 1994Existing Land Uses and Zoning

Existing land uses and zoning in Thurston County as of 1994 for each of the three Joint Plan subareas are shown on maps in the appropriate sections of this chapter which that address those subareas. (Sections 3.5.3 through 3.5.5)

### 3.5 Proposed Land Use Designations

This section of the Joint Plan makes specific recommendations for land use designations within the City of Tumwater urban growth area. These land use designations will be implemented in Title 22 of the through follow on zoning by Thurston County Code and the Official Zoning Map for the North County Urban Growth Areas, as updated by Thurston County. For properties that have been assigned residential land use designations, this zoning will require development to be configured so that the properties may eventually infill at the designated urban density.

**Commented [BM69]:** City Response: Aside from bringing the County designations into conformance with our current zone districts, we are not proposing any other changes.

**Commented [BM70]:** County Staff Comment: Are there any changes from our current designations?

The first subsection below (~~Section~~Subsection 3.5.1) defines each of the land use designations used in this Joint Plan. It also contains the Joint Plan Land Use Map, which shows locations where these land uses will be applied. Subsection 3.5.2 further defines several of the innovative housing and land use methods recommended in ~~this plan~~the Joint Plan.

The City of Tumwater urban growth area has been divided into three subareas: Eastern<sup>8</sup>, Southern<sup>1</sup>, and Western. Each subarea is addressed in a separate subsection ~~through the use of~~with maps and text identifying specific land use designations for particular areas (~~see Subsections 3.5.3 through 3.5.5~~).<sup>1</sup>

### 3.5.1 Policies<sup>4</sup>, Designations<sup>4</sup>, and Definitions

The purpose of this subsection is to define each land use designation and to identify criteria for their use. These definitions and criteria should be used to understand the Joint Plan land use maps and subarea text recommendations. Additionally, these definitions and criteria are also meant to be used in conjunction with Section 3.2, Goals<sup>4</sup>, Policies/Objectives, and Actions. The categories of land use designations in this subsection are consistent with those in the City of Tumwater Land Use ~~Plan~~Element, which applies to the area currently within the City of Tumwater ~~city~~municipal limits. At the end of this subsection are definitions of the innovative housing and land use methods discussed in the residential land use portions of this subsection.

Figure ~~3-510~~ shows all of the land use designations that ~~have been~~are currently applied within the Joint Plan. ~~These designations are meant to address all existing as unincorporated portion of 1994 land uses and potential land uses that could occur in the~~ City of Tumwater urban growth area. ~~The number of designations have been kept to a minimum in the interest of simplicity.~~

Figure 10. Joint Plan Land Use Designations

<del>JOINT PLAN LAND USE DESIGNATIONS</del> <u>Designation Abbreviation and Density Per Acre</u>	<u>Full Designation</u>	<u>Acreage</u>
<u>R/SR 2-4</u>	Residential/Sensitive Resource <del>(2-4 DU/Acre)</del>	<del>General Commercial</del> <u>206</u>
<u>SFL 4-7</u>	Single-Family Low Density <del>(4-7 DU/Acre)</del>	<u>1,208</u> <del>Light Industrial</del>

**Commented [BM71]:** County Staff Comment: We currently don't have the Mixed Use Zone

**Commented [BM72]:** City Response: The Mixed Use designation should be applied to the CD zone at Prine/Littlerock There is no Mixed Use zone district in the UGA, only designation.

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<sup>8</sup> The entire Eastern Subarea was annexed to City of Tumwater in 2016.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 3 (2009 Update)**

**LAND USE**

<del>JOINT PLAN LAND-USE</del> <del>DESIGNATIONS</del> <del>Designation</del> <del>Abbreviation and Density</del> <del>Per Acre</del>	<u>Full Designation</u>	<u>Acreage</u>
<u>SFM 6-9</u>	Single-Family Medium Density-( <del>6-9 DU/Acre</del> )	<del>Heavy Industrial</del> <u>196</u>
<u>MFM 9-15</u>	Multi-Family Medium Density-( <del>9-15 DU/Acre</del> )	<del>Public/Institutional</del> <u>224</u>
Multi-Family High Density (14-29 DU/Acre)		Utilities
<u>MU</u>	Mixed Use	<del>Shoreline</del> Environment <u>23</u>
<u>NC</u>	Neighborhood Commercial	<del>Parks/Open</del> Space <u>16</u>
<u>GC</u>	<u>General Commercial</u>	<u>95</u>
<u>LI</u>	<u>Light Industry</u>	<u>566</u>
<u>HI</u>	<u>Heavy Industry</u>	<u>22</u>
<u>P/S</u>	<u>Parks/Open Space</u>	<u>210</u>
<u>UT</u>	<u>Utilities</u>	<u>111</u>

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Figure 3-5

Source: City of Tumwater GIS data - Joint Plan.shp

One of the purposes of the land use designations that have been used in the Joint Plan is to implement and achieve the goals, policies, and ~~objectives~~actions listed in Section 3.2, Goals, Policies, and Actions.

The Joint Plan Land Use Map (~~Map 3-1~~) represents the general future land use patterns that are desired for the City of Tumwater urban growth area within the 20-year planning period. The designations and policy recommendations for areas on the map are based on a number of factors, including:

- ~~—~~ Natural features
- ~~—~~ The unique physical and social/economic characteristics in the area
- ~~—~~ The type of existing development
- ~~—~~ Existing zoning
- ~~—~~ Ownership patterns

- ~~—~~ The condition of existing structures
- ~~—~~ Plans previously adopted by the City and/or County that affect land use. Examples include the City of Tumwater Shoreline Master Program, the Thurston County Shoreline Master Program, and the City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan.

The Joint Plan Land Use Map may be used to evaluate individual land use proposals. It is intended to be a guide for both public and private actions affecting the growth and development of the City of Tumwater.

In interpreting ~~this plan~~ the Joint Plan, the following definitions and criteria of the land use designations and the associated goals, policies, and ~~objectives~~ actions in Section 3.2, Goals, Policies, and Actions, should be given the greatest weight and importance. The Joint Plan Future Land Use Map is intended to be a visual representation of the descriptions and policies. Where there are apparent inconsistencies between the text and the map, the text shall control.

The Joint Plan Land Use Map is not a zoning map. In many cases, more than one zoning district would be consistent with the policy recommendations of a particular land use designation.

It should be noted that density ranges for the residential land use designations are based on net density. Net density means the total number of dwelling units divided by the net area of the site or area. Net area typically excludes streets; streams, ponds, and other water areas; and areas with environmental constraints such as flood-plains, wetlands, and steep slopes. Net density can also be defined as developable land. Gross density means the total number of dwelling units divided by the total land area of the site or area excluding nothing. The difference between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

The Joint Plan Land Use Map is intended to indicate the type of future development that is desired as the City of Tumwater urban growth area is gradually annexed into the City of Tumwater, while allowing flexibility for previously approved development. It is important to keep in mind that ~~this plan~~ the Joint Plan addresses a ~~twenty~~ 20-year ~~time~~ period. The changes that result from the policy recommendations in ~~this plan~~ the Joint Plan will likely take place slowly over time and will result in incremental changes as annexation and development occur.

Following are specific definitions for each land use designation and criteria for their use.

#### 3.5.1.1 Residential Uses

—The quality and integrity of residential neighborhoods defines the character of the community and makes it unique. Ensuring that these neighborhoods remain stable and vital is of primary importance. Residential designations in the City of Tumwater urban growth area should provide a broad range of housing choices to meet the needs of all people in the community.

—Residential development should be developed with the following guidelines:

- —Residential development should provide for a dynamic mix of housing types to accommodate many diverse housing needs.
- —New residential development should provide open spaces. "Wall to wall" development is not acceptable.
- —Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities, and environmentally sensitive areas.
- —Ensure that new residential development promotes a reasonable diversity in housing types.
- —Support the stability of established residential neighborhoods.
- —Support incentives for housing ownership in addition to rental housing.
- —Enhance the appearance of and maintain public spaces in residential areas.
- —Promote community involvement to achieve neighborhood improvement.

—In order to meet the goals of the Growth Management Act, the County-Wide Planning Policies, and ~~this plan~~ the Joint Plan, six designations for residential land use have been developed. Each of these designations has specific criteria and characteristics for development:

- —**Residential/Sensitive Resource (2-4 ~~DU~~ Dwelling Units Per Acre)**

—The purpose of this designation is to recognize areas of unique open space character and sensitivity to environmental disturbance such as around stream corridors, lakes, wetlands, and environmentally hazardous areas such as high groundwater flooding areas.

—Residential/Sensitive Resource areas are intended to be used only for exceptional places. This designation should be applied to areas that are not protected by the ~~State~~ Shoreline Management Act and are not already built out. These areas are where intensive urban development would adversely affect ground or surface waters or environmental resource areas. In addition to being of a relatively low density, development in these areas should be clustered. Clustering means grouping or "clustering" development onto part of a property so that the remainder can be preserved as unbuilt open space. The intent of clustering development in this area is to preserve open space along environmentally sensitive areas and provide a lot configuration that allows ~~for~~ future applied density to be achieved over the ~~twenty~~ 20-year time period. In addition to clustering, other methods of preserving open space shall be strongly encouraged such as purchase or donation, easements or deed restrictions, covenants, land exchanges, and transfer of development rights as a method of preserving open space and ~~to guide~~ guiding development into less sensitive portions of the land. Densities in this designation should be ~~2-4 DU/Acre~~ two to four dwelling units per acre.

—In order to protect groundwater resources from contamination by failing septic tanks and to ensure that urban services can be provided to certain areas in a cost efficient manner, a minimum density of ~~2 DU/Acre~~ two dwelling units per acre and a maximum density of ~~4 DU/Acre~~ is four dwelling units per acre are recommended.

—It is not the intent of this policy to prohibit construction on lots larger than those are required for minimum density. What is important is that the property ~~have~~s the capacity to be developed at the minimum density in the future.

For example: If a property owner proposes to construct a house on a 5 five acre lot and the minimum density is 2 two dwelling units per acre (1/2 acre lots) they would not be prohibited from doing so. However, the house must be sited on the ~~5~~-acre lot such that other houses could be built on the site in the future if needed.

—Soils and other natural systems should be capable of supporting densities of up to 4 four dwelling units per acre with urban services without

resulting in the degradation of sensitive areas such as stream corridors, lakes, and sensitive aquifers.

—The full range of urban services should be available or be planned in the near future in accordance with the ~~City's~~ City of Tumwater's Capital Facilities Plan. In order to protect ground and surface water resources from contamination by failing septic tanks, densities should be adequate to ensure the provision of sewers to these areas.

—In areas where septic systems presently exist, on-site sewage disposal systems may be required to be repaired or replaced to ensure proper functioning to prevent pollution of groundwater and wetland areas.

—This designation is appropriate for environmentally sensitive areas such as stream corridors, lakes, sensitive aquifers, and environmentally hazardous areas such as high groundwater flooding areas. Areas designated Residential/Sensitive Resource are extremely sensitive to environmental disturbance, and development in these areas may be subject to additional environmental constraints not encountered in other parts of the City of Tumwater urban growth area.

—Construction activities in areas assigned this designation should only occur in the drier months of the year in order to protect surface water from sedimentation and construction associated runoff. This policy recommendation should be addressed along with other construction related concerns in the development of implementing regulations relative to this Residential/Sensitive Resource designation.

—Density transfer provisions are not appropriate in this designation due to the extreme sensitivity of these areas to environmental disturbance and the desire to provide relative density continuity between different development sites within this density designation that may or may not qualify for the density transfer provisions.

—Additionally, density transfer provisions for wetland and buffer areas as outlined in the Thurston County Critical Areas Ordinance should be limited. Any transfer of density from wetlands, buffer areas, and clustering bonuses should be capped so the maximum net development density in the remaining developable area excluding dedications is not greater than 125% of the maximum density that would otherwise be allowed. This density transfer provision is limited at this time to the Residential/Sensitive Resource designation but this policy should be examined as part of the implementing regulations for inclusion throughout the City of Tumwater urban growth area.

**Commented [BM73]: County Staff Comment:** Is this a reference to the county's policy of excluding critical areas from density calculations?

Are there specific actions or changes to County code that should be listed in the Implementation Chapter related to this section?

**Commented [BM74]: City Response:** I think this talks to the City using net density (excluding critical areas from the calculation) and the County using gross density for a site. This makes development in the UGA a bit different than development in the City.

Where clustering is used, it should be applied in the following manner in areas with this designation:

- Clustering is recommended for development proposals in the Residential/Sensitive Resource designation.
- Open space preserved through clustering should be at least 30% of the gross area of the site. Of this 30%, at least half should be useable for passive recreational purposes. Passive recreational uses include activities such as hiking, bicycling, horseback riding, and fishing; and areas that provide access to shorelines and other recreational uses (the City of Tumwater Parks and Recreation, and Open Space Plan). If half (50%) of the 30% preserved for open space on a lot or development proposal is not useable for passive recreational purposes, then an additional amount of open space should be set aside to make the amount of area useable for passive recreational purposes. This area should be equal to the amount of open space area that is not useable for passive recreational purposes.

Both UIBC and HUD types of manufactured housing should be permitted on single lots in this designation, subject to design standards.

Mobile home parks which were legally established prior to adoption of this plan and the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

- Single-Family Low Density (4-7 DU/Dwelling Units Per Acre)

~~Design standards have not been recommended for this designation because development at this density generally has less visual impacts than higher densities.~~

The density of new development in the Single-Family Low Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be met as an average of the overall site.



——Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

——Both ~~U~~IBC and HUD types of manufactured housing should be permitted on single lots in this designation, ~~subject to design standards.~~

——Accessory units should be permitted in this designation within the permitted density on ~~sewered~~ lots with sewer, except where the Thurston County Public Health and Social Services Department has approved septic systems. Accessory units will provide affordable housing and extra income for homeowners.

——Duplexes should not be permitted in this designation due to density considerations and the lack of design standards. However, duplexes ~~which that~~ were legally established prior to adoption of ~~this plan and the Joint Plan~~ that are located on lands designated Single-Family Residential Low Density should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Additional dwelling units should not be allowed to be added to existing duplex structures; however, enlargement of existing duplex units should be permitted within the limitations established by the implementing zoning.

~~Some neighborhood scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These uses may include neighborhood scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved through the use of buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood scale commercial use; and design and layout which screens residential areas from excessive noise, lights, storage and parking areas. These uses should be oriented primarily to pedestrian and bicycle use; uses which would result in excessive automobile traffic should be discouraged (e.g., gas stations, drive thru restaurants).~~

~~Most neighborhood scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.~~

~~Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single Family Residential or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.~~

~~**Single Family Medium Density (6-9 DU/Acre)**~~

~~The density of new development in the Single Family Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be met as an average of the overall site.~~

~~Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure neighborhood compatibility of new development.~~

~~It is envisioned that underlying zoning in this designation would permit innovative housing techniques such as attached single family, alley houses, Z lot and alternate width lot housing. In order for these techniques to be used, there must be mechanisms to ensure neighborhood compatibility and design quality. Some of the innovative techniques that could be used in this designation include small single family housing with alleys and zero lot line or Z-lot developments.~~

~~Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.~~

~~Accessory units should be permitted within the permitted density in this designation on sewer-served lots to provide affordable housing and extra income for homeowners.~~

~~Duplexes should be permitted in this designation subject to design standards. Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation, subject to design standards.~~

~~This residential designation should provide a mix of housing types in order to provide affordable housing and ensure neighborhood stability.~~

~~Some neighborhood-scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These~~

uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved ~~through the use of~~with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout ~~which~~that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily ~~to~~ pedestrian and bicycle use; uses ~~which would result~~resulting in excessive automobile traffic should be discouraged ~~(e.g., such as~~ gas stations, drive-thru restaurants).

~~Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.~~

~~Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single Family Residential or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.~~

#### **Multi-Family Medium Density (9-15 DU/Acre)**

~~Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure that multi-family development is compatible with existing and surrounding neighborhoods.~~

~~The density of new development in the Multi-Family Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be met as an average of the overall site.~~

~~Detached single-family housing could be provided in the Multi-Family Medium Density designation as long as the overall site meets the density goals of the designation. The intent of this policy is to ensure diversity in~~

~~housing types in these areas. This residential designation is meant to provide primarily for multi-family condominium and apartment types of structures.~~

~~Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.~~

~~Accessory units should be permitted in this designation within the permitted density on sewerred lots to provide affordable housing and extra income for homeowners.~~

~~Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation subject to design standards.~~

~~Mobile home parks should be permitted in the Multi Family Residential Medium Density designation subject to development at City standards and site plan review by the Hearing Examiner.~~

~~Additionally, Multi Family Medium Density designated areas should be accompanied by open space, environmental protection for sensitive areas and mass transit linkage in order to make these higher densities viable and compatible with the community.~~

~~Some neighborhood-scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved through the use of buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout which screens residential areas from excessive noise, lights, storage and parking areas. These uses should be oriented primarily to pedestrian and bicycle use; uses which would result in excessive automobile traffic should be discouraged (e.g., gas stations, drive thru restaurants).~~

~~Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.~~

**Multi-Family High Density (14-29 DU/Acre)**

Mobile home parks legally established prior to adoption of the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

**Single Family Medium Density (6-9 Dwelling Units Per Acre)**

The density of new development in the Single-Family Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities are met as an average of the overall site.

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure neighborhood compatibility of new development.

It is envisioned that underlying zoning in this designation would permit innovative housing techniques such as attached single family, alley houses, Z-lot, and alternate width lot housing. In order for these techniques to be used, there must be mechanisms to ensure neighborhood compatibility and design quality. Some of the innovative techniques that could be used in this designation include small single-family housing with alleys and zero lot line or Z-lot developments.

Design review should be applied to development in this designation to ensure that multi-family development is compatible with existing and surrounding neighborhoods.

~~The Multi-Family High Density designation should primarily be applied in areas that are planned for major transportation corridors. Specific minimum density requirements for certain areas will be developed in the Tumwater Zoning Ordinance. The density of new development in the Multi-Family High Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be met as an average of the overall site.~~

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted within the permitted density in this designation on sewerer lots to provide affordable housing and extra income for homeowners.

~~Accessory units~~Duplexes should be permitted in this designation ~~only in areas subject to design guidelines.~~

~~Both IBC and HUD types of existing lower density manufactured housing should be permitted on single family development on sewerer lots in this designation.~~

This residential designation should provide a mix of housing types in order to provide affordable housing and ensure neighborhood stability.

Some neighborhood-scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily pedestrian and bicycle use; uses resulting in excessive automobile traffic should be discouraged, such as gas stations, drive-thru restaurants).

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.

Mobile home parks legally established prior to adoption of the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

~~Minimum density requirements would preclude accessory units within new development in this designation.~~

• ~~Multi-Family~~ **Multi-Family Medium Density (9-15 Dwelling Units Per Acre)**

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure that multi-family development is compatible with existing and surrounding neighborhoods.

The density of new development in the Multi-Family Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities are met as an average of the overall site.

Detached single-family housing could be provided in the Multi-Family Medium Density designation as long as the overall site meets the density goals of the designation. The intent of this policy is to ensure diversity in housing types in these areas. This residential designation is meant to provide primarily for multi-family condominium and apartment types of structures.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted in this designation within the permitted density on sewerer lots to provide affordable housing and extra income for homeowners.

Both IBC and HUD types of manufactured housing should be permitted on single lots in this designation.

~~Mobile home~~ **Manufactured Home** parks should be permitted in the Multi-Family Residential Medium Density designation subject to development at City standards and site plan review by the Hearing Examiner. ~~High~~

Additionally, Multi-Family Medium Density designated areas should be accompanied by ~~significant~~ open spaces, environmental protection for sensitive areas, and mass transit linkage in order to make these higher densities viable and compatible with the community.

Some neighborhood-scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small

professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved ~~through the use of~~with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout ~~which~~that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily ~~to~~ pedestrian and bicycle use; uses ~~which would result~~resulting in excessive automobile traffic should be discouraged ~~(e.g., such as~~ gas stations, drive-thru restaurants~~).~~

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist.

In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.

- **Multi-Family High Density (14-29 Dwelling Units Per Acre)**

Design review should be applied to development in this designation to ensure that multi-family development is compatible with existing and surrounding neighborhoods.

The Multi-Family High Density designation should primarily be applied in areas that are planned for major transportation corridors. Specific minimum density requirements for certain areas will be developed in the City of Tumwater Zoning Ordinance. The density of new development in the Multi-Family High Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities are met as an average of the overall site.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted in this designation only in areas of existing lower density single-family development on sewerer lots. Minimum density requirements would preclude accessory units within new development in this designation.

**Commented [BM75]:** County Staff Comment: Unless I am missing something, MFH has a minimum net density of 14 units per acre.

**Commented [BM76]:** City Response: Reference to future decision on minimum density in MFH was out of date and was removed.



Multi-Family High Density designated areas should be accompanied by significant open spaces, environmental protection for sensitive areas, and mass transit linkage in order to make these higher densities viable and compatible with the community.

Some neighborhood-scale commercial uses are appropriate in this residential designation to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily pedestrian and bicycle use; uses resulting in excessive automobile traffic should be discouraged such as gas stations, drive-thru restaurants.

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.

~~Most neighborhood scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.~~

~~Figure 3-611~~ provides a summary of innovative land use techniques that are recommended to be used in each applicable residential designation.

**Figure 11. Innovative Land Use Management Techniques for Residential Development**

<b>INNOVATIVE LAND USE MANAGEMENT TECHNIQUES FOR RESIDENTIAL DEVELOPMENT</b>	<b><u>Single-Family Low Density 4-7 Dwelling Units Per Acre</u></b>	<b><u>Single-Family Medium Density 6-9 Dwelling Units Per Acre</u></b>	<b><u>Multi-Family Medium Density 9-15 Dwelling Units Per Acre</u></b>	<b><u>Multi-Family High Density 14-29 Dwelling Units Per Acre</u></b>
<b><u>Design Review</u></b>	<del>Single-Family Low Density</del> <del>4-7</del> <del>DU/Acre</del>	<del>Single-Family Medium Density</del> <del>6-9</del> <del>DU/Acre</del>	<del>Multi-Family Medium Density</del> <del>9-15</del> <del>DU/Acre</del>	<del>Multi-Family High Density</del> <del>14-29</del> <del>DU/Acre</del>
<b><u>Design Review Revised Development Standards</u></b>	<u>X</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>
<b><u>Minimum Average Density Revised Development Standards</u></b>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>
<b><u>Minimum Average Density</u></b>	<del>_____</del> <u>x</u>	<del>_____</del> <u>x</u>	<del>_____</del> <u>x</u>	<del>_____</del> <u>x</u>
<b><u>Clustering</u></b>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>
<b><u>Manufactured Homes on single lots</u></b>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	<del>_____</del> <u>xX</u>	

**Figure 3-6**

**3.5.1.2 Mixed Use ~~[4-14]~~ (Residential [Minimum 14] ~~DU/Dwelling Units per Acre~~)<sup>1</sup>**

\_\_\_\_\_It is the intent of the Mixed-Use designation that there ~~be~~is a mixture of commercial and residential uses in close proximity. Mixed use can include but is

<sup>1</sup>-Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

LAND USE

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not limited to mixed-use buildings with retail or office uses on the first floor and residential above.

—The Mixed Use designation provides an opportunity to develop areas that are transit oriented and pedestrian friendly while still accommodating automobiles, support small businesses and consumers, and provide affordable housing and quality community design.

—With architectural design and creative site planning, it is very possible to provide fine, livable dwelling units that are mixed in with commercial uses.

—However, it is not enough to merely allow a ~~mixing together~~ mixture of uses. Land use regulations and zoning need to encourage mixed-use development. New models of mixed-use development require a finer grain of mixture, to encourage walkability and vitality. Such development concepts as urban villages, pedestrian pockets, and neo-traditional neighborhood design rely heavily on a mixture of uses to be successful.

—Residential densities in the Mixed Use designation should be ~~between 4 and~~ a minimum of 14 dwelling units per acre. It is expected that these densities will be difficult to reach in the near term. However, it is in the best interest of the citizens of the City of Tumwater that the City moves in the direction of reaching these goals by the end of the 20-year planning period.

—Mixed-use areas, when developed with design and development guidelines, have characteristics that include:

- —Transit orientation ~~which~~ that lessens traffic impacts by providing ready access to mass transit and provides places to work and shop adjacent to living spaces, thus lessening the need to drive.
- —The provision of affordable housing by providing more available building lots at a lower cost.
- —A pedestrian friendly environment due to well-designed streets, parks, and public open spaces.
- —The provision of a sense of community and place due to quality community design.

—Areas designated Mixed Use should be developed according to design and development guidelines that promote quality community design. Design and development guidelines can supplement zoning codes. They are typically concise, easy to understand, and illustrated with diagrams and drawings. They have proven

very effective in promoting well-designed mixed-use development. Incompatible uses such as industry, warehousing and distribution, chemical handling, and those uses which generate significant noise or are heavily truck-dependent should not be permitted in mixed use areas.

—Mixed-use areas designated on the Joint Plan Land Use Map consist of two distinct types of mixed use: those that are presently partially developed and have existing mixed uses on site and those areas that are predominantly vacant and of a larger area than the built out mixed use areas. The zoning for these areas should recognize the distinct differences in these two areas and ensure that zoning is workable and does not act as a disincentive for the development of mixed uses.

—Mixed-use areas should be dense and compact. The close proximity of employment, residential and commercial activities, and public uses will provide residents and workers a realistic and convenient choice of walking or cycling to work, home, or shopping, thus lessening dependence on the automobile.

—Integral to the success of mixed-use areas will be good urban design. Urban design not only refers to the appearance and attractiveness of development, but also to its function. It is important that there be well-designed buildings to maintain compatibility with surrounding development, as well as site design that provides for pathways, open community spaces, and other connecting features that facilitate easy access between developments and inspire a sense of unity.

—In order to ensure that mixed use development occurs where it is desired, incentives should be provided for development. These can include:

- —Development of detailed area master plans that address the following:
  - —Location, type and size of land use
  - Targeted residential densities
  - Street improvements
  - Location and amounts of off- street parking
  - Public incentives for development in focus areas
  - Parks and open spaces
  - Phasing plan for capital improvements

\_\_\_\_\_ Master plans should use site plans, eye level and aerial perspectives, street sections, elevations, and text to illustrate key concepts.

- \_\_\_\_\_ Development of a process for coordinating multiple property ownerships in order to provide consistent development ~~that is consistent and provide~~ and open space in large enough areas as to be useful.
- \_\_\_\_\_ Parking standards could be reduced in recognition of the efficiencies of mixed-use development.

- \_\_\_\_\_ Develop creative funding mechanisms to finance capital improvements and housing such as local improvement districts, public/private partnerships, housing funds, targeted capital facility funds, and impact fees.

- \_\_\_\_\_ Identify focus areas within the Mixed Use designation that:

- \_\_\_\_\_ Build on existing strengths and magnets, or create new ones.
- \_\_\_\_\_ Group new development to get maximum benefit from public and private improvements or investment.
- \_\_\_\_\_ Designate focus areas as a priority for street improvements and other capital facilities.

- If focus areas are identified within areas designated mixed use, the City of Tumwater and Thurston County eshould plan for the use and timing of public incentives in focus areas. Some incentives that could be considered include:

- Prepare site plans for focus areas ~~which~~ that specify uses, development patterns, and improvements so that development can be expedited.
- Identify, prioritize, and phase specific public street improvements in the Capital Facilities Plan.
- Conduct environmental review for focus areas so issues are resolved and individual development permits can go forward more quickly.
- Acquire parks and open space (if includeded).
- Build transit improvements.

- Waive or share impact fees for low-income residential development.
- Market master plans and focus areas to the development community.

Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. If the zoning and master plan process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

#### 3.5.1.3 Commercial Uses

- **Neighborhood Commercial**

Some non-residential uses, such as neighborhood-scale retail uses and personal services, are appropriate in residential areas when they serve the needs of the local neighborhood. The Neighborhood Commercial designation would allow neighborhood scale retail uses, personal services, and professional offices in residential areas where local demand, community support, and design solutions demonstrate compatibility with the neighborhood. Areas designated Neighborhood Commercial should be of a low intensity and minimally ~~impact~~affect adjacent residential areas. Neighborhood Commercial areas should provide a buffer area between adjacent residential uses. This buffer should consist of landscaping and sound barriers. Uses ~~which~~that produce nuisances such light ~~and~~ glare, and excessive noise and traffic should be discouraged. This buffer should also allow for bicycle and pedestrian access to encourage the use of adjacent services without requiring a car trip.

- **General Commercial**

The intent of the General Commercial designation is to support and implement commercial development and to achieve the goals of the City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan. Among these goals are preserving areas for commercial facilities ~~which~~that make use of the close proximity to Interstate 5, and minimizing the undesirable impacts of such uses on the residential neighborhoods ~~which~~that they serve.

To ensure commercial development that is compatible with surrounding uses and the general character of the community, the implementing zoning for this designation should include architectural and

landscaping design ~~standards~~guidelines. These ~~standards~~guidelines should apply to multi-family development as well as commercial development.

#### 3.5.1.4 Industrial Uses

- Light Industrial

—To augment the role of industry in the City of Tumwater's future, and the future of ~~the Thurston~~ County as a whole, it is necessary to provide a reasonable supply of land for a variety of uses consistent with the policies of the City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan. The Light Industrial designation provides for the location of a broad array of activities, including manufacturing, wholesale trade, and distribution activities. The purpose of the Light Industrial designation is to provide lands for industrial development that will allow for attraction of new industries and expansion of existing ones while maintaining a high quality environment.

—Industrial uses should be grouped on a variety of parcel sizes in order to provide coordinated development and sharing of facilities and services. Light industrial areas should also have controls to establish compatibility with surrounding non-industrial development and to protect from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution. Additionally, areas designated Light Industrial should follow the recommendations and regulations of the North Thurston Groundwater Protection Plan.

—Light industrial areas need to be located within reasonable access to truck routes, rail, freeway, and/or air routes. Similarly, light industrial areas should be able to be readily provided with public sewer, water, and storm drainage facilities.

~~In addition to these uses, one mobile home should also be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.~~

—Mobile home parks ~~which were~~ legally established prior to adoption of ~~this plan and the Joint Plan~~ that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

**Commented [BM77]:** City Comment: Not allowed either by the City or County Code.

**TCC 22.24.020(L)**  
*Mobile home parks, individual mobile homes and single-family homes which were legally established prior to the effective date of this title, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted;*

- **Heavy Industrial**

The Heavy Industrial designation recognizes the need for heavy industrial uses in certain areas of the City of Tumwater urban growth area in order to provide needed materials, goods, and services to ensure the economic vitality of the City and the region.

Heavy industrial uses include but are not limited to chemical processing, mining, and mineral extraction. The gravel quarry on Black Lake Boulevard (historically called Jones Rock Quarry) is an example of a heavy industrial use in the City of Tumwater. Heavy industrial uses may have impacts that are difficult to control such as heavy truck traffic, noise, vibration, light, glare, or odors. Heavy industrial areas should be separated from residential and commercial uses by such methods as vegetative or lighter intensity land use buffers and should also have controls to establish compatibility with surrounding non-industrial development and to protect from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution. ~~Additionally, areas designated Heavy Industrial in Tumwater should follow the recommendations and regulations of the North Thurston Groundwater Protection Plan.~~



**3.5.1.5 Designations for Public Purposes**

- **Utilities**

—The Utilities designation includes those areas of land devoted primarily to the transport and provision of utilities such as electricity, natural gas, telephone, and other utilities. Most of the areas receiving this designation are electrical utility easements. Utilities such as natural gas, telephone, and other utilities can be provided within areas designated for other land uses in ways that are compatible with other land uses. The City of Tumwater Utilities Plan Element should be referenced for specific recommendations and information on utility provision in the City of Tumwater urban growth area.

- **Public/Institutional**

—The Public/Institutional designation recognizes those parcels where the primary function is to provide public services. The intent of this designation is to assure continuation and potential expansion of acreage, facilities, and services at levels consistent with population requirements, and effected in a manner that is compatible with surrounding land uses. Public institutional uses include but are not limited to schools, fire stations, police stations, general government buildings, libraries, and hospitals and cemeteries.

- **Parks/Open Space**

—The Parks/Open Space designation is meant to support and implement the City of Tumwater Parks, Recreation, and Open Space Plan, which was adopted by reference into ~~this plan (the Joint Plan in Chapter 7), Parks, Recreation, and Open Space~~. This designation is also intended to recognize land with severe development limitations that is protected through the City of Tumwater Conservation Plan Element or the Thurston County critical areas ordinance. The Parks/Open Space designation accommodates public recreational pursuits, retains views and historical features, or preserves land in essentially a natural and open state. It also provides for continuation of an existing agricultural use. A site may ~~contain~~ support uses consistent with community needs and accessory uses to the primary use, provided there is appropriate opportunity for public review and comment.

—Areas that have been designated Parks/Open Space include developed active parks, privately operated parks and camps, designated open space, flood-plains, areas of steep slopes or other physical constraints, golf courses,

delineated wetlands or other environmentally sensitive areas, ~~lakes not under shoreline jurisdiction and watershed areas.~~

—With regard to river floodplains, it is the intent of ~~this plan~~ the Joint Plan and its future land use map to designate as ~~parks/open space~~ Parks/Open Space those areas within the ~~100-year one percent~~ floodplain. Surveys and other additional information used during implementation of ~~this plan~~ the Joint Plan may more precisely locate the ~~100-year one percent~~ floodplain boundary. Areas that are not within the ~~100-year one percent~~ floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

—Specific recommendations for many Parks/Open Space designated areas are contained in the City of Tumwater Parks and Recreation, and Open Space Plan.

- **-Shoreline Environment**

~~The purpose~~In 2016, City of Tumwater replaced the Shoreline Environment designation ~~is to integrate existing (as of 1994) shoreline plans such as with~~ the Parks/Open Space designation in the City of Tumwater's Land Use Element. This change does not affect the application of rules and regulations of the City of Tumwater's Shoreline Master Program ~~for the Thurston Region and the Deschutes Special Area Management Plan into~~County followed suit in the Joint Plan land use element. Both of these plans contain specific recommendations for areas under shoreline jurisdiction such as the Black Lake drainage ditch, ~~soon after so the middle reach of Percival Creek, Trospen Lake and~~City of Tumwater urban growth area designations would match those within the Deschutes River. The Joint Plan Land Use Map delineates specific areas based on these plans; however, this map is not meant to be used as a source of definitive boundaries for these areas. ~~City of Tumwater.~~

### 3.5.2 Innovative Housing and Land Use Methods — Definitions

The following provides detailed descriptions of the innovative land use techniques recommended in the previous subsection for residential development. Some of these descriptions, such as design review and revision of Development Standards, also apply to non-residential designations.

The intent of encouraging innovative housing techniques is to ensure a diverse and dynamic mixture of housing types. Present development patterns in the City of Tumwater urban growth area do not address all of the housing needs of the community. Most new residential development that takes place is either very small

**Commented [BM78]:** County Staff Comment: New. As noted above, Thurston County has not adopted the City of Tumwater's SMP standards for the UGA area. This could be called out as an action.

**Commented [BM79]:** City Response: We agree that it should be added as an action item in Chapter 10.

multi-family units or very large expensive single-family houses on large lots. In order to address this problem new residential development in the City of Tumwater should:

- ~~\_\_\_\_\_~~ Create a sense of place, of neighborhood and of community that builds on what is locally unique and enduring to replace the anonymity ~~and placelessness of urban and of~~ suburban sprawl.
- ~~\_\_\_\_\_~~ Provide a denser, richer, and more equitable mixture of land uses, household types, building types, and socioeconomic groups.
- ~~\_\_\_\_\_~~ Provide increased walkability and public transit to reduce dependence on the automobile wherever possible.
- ~~\_\_\_\_\_~~ Create ~~more compact~~ communities that are ~~built so as~~ more compact to preserve open space and natural systems and habitats.

### Design Review

The City of Tumwater is, for the most part, a designed environment. Design will influence the degree to which development is attractive and appealing, comfortable and safe, compact, efficient, encourages natural and social interaction, provides most needs within short distances, discourages environmentally disruptive influences, and is well connected with other areas. Greater awareness and appreciation of the value of design will continue, and the demand for development ~~which that~~ demonstrates design excellence will increase.

This trend and the trend to plan comprehensively will create new partnerships to achieve community goals. Public participation and interest in design will continue to increase with greater emphasis on design in development projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

Design guidelines can act as a corollary to zoning codes. They are typically shorter, easier to understand, and are illustrated with diagrams and drawings. Unlike zoning codes, which are prohibitive and exclusionary in their tone and language, design guidelines are illustrative and prescriptive. They have proved very effective in promoting well-designed, mixed use new and infill development.

The intent of design review in the City of Tumwater is to:

- ~~\_\_\_\_\_~~ Infill and strengthen existing neighborhoods.
- ~~\_\_\_\_\_~~ Develop focus centers.

- Create liveable neighborhoods.
- Create affordable housing.
- Create diversity in housing types and styles.

Design establishes a context for development.

Design review must respond to established guidelines.

Design Review encourages:

- Conformance to Comprehensive Plan.
- Conformance to zoning and zoning processes.
- Conformance to the City of Tumwater Citywide Design Guidelines.
- Community image.
- Resolution of technical planning and urban design issues such as pedestrian and traffic circulation, stormwater runoff, landscaping and buffering, and building location and design.

Functions of Design Review:

- Establishes a community design context.
- Creates community planning and urban design policy.
- Assures conformance to City plans and policies.
- Makes policy makers focus on policy issues.
- Expedites project approval.

A design review process should include ~~elements~~components such as:

- Suburban townscape<sup>9</sup>

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<sup>9</sup> Suburban townscape means the appearance image of a community.

- Community structure<sup>\*\*10</sup>
- Street layout and design
- Incorporating transit
- Natural and scenic resources
- Streetscape
  - Street character and liveliness
  - Pedestrian environment
  - Landscape design
  - Residence and street transition
- Site Planning
  - Neighborhood character
  - Adjacent properties

<sup>\*</sup> Suburban townscape means the appearance image of a community.

<sup>\*\*</sup> Community structure means the layout and design of a community. For example, the location of transit facilities, parks, and the transportation and pedestrian network.

- Siting
- Natural ~~elements~~ components
- Transit facilitation
- Building Design
  - Architectural character<sup>\*\*11</sup>
  - Character and massing

<sup>10</sup> Community structure means the layout and design of a community, for example, the location of transit facilities, parks, and the transportation and pedestrian network.

<sup>11</sup> Architectural character refers to the relationship of a building with its surroundings and can include building design, location on a site, and building layout.

- Architectural elements
- Exterior finish materials
- Parking garages
- Mixed use buildings
- Conversions and additions
- Special needs housing

\*\*\* Architectural character refers to the relationship of a building with its surroundings and can include building design, location on a site and building layout.

Design review is necessary in the City of Tumwater to ensure that new development is compatible with existing neighborhoods; to provide guidelines/strategies for innovative land use management techniques; and to provide guidelines for special areas such as Mixed Use designated areas.

The goals and purpose of developing urban design standards/guidelines in the City of Tumwater are to encourage the development of visually sensitive developments; to encourage developments that will contribute to the stability and integrity of a safe and attractive neighborhood; to recognize that aesthetic considerations along with environmental review contribute toward an enhanced environment; and to recognize that aesthetic considerations are appropriate in order to protect property values of adjacent properties and to ensure that developments contribute to desirable neighborhood character. —Design standards/guidelines should ensure compatibility with the existing neighborhood above all else.

### **Revision of Development Standards**

The City's In 2016, the City of Tumwater adopted new Citywide Design Guidelines. The Guidelines deal with almost all aspects of development and they should be utilized within the City of Tumwater urban growth area.

The 1995 Memorandum of Understanding: Urban Growth Area Zoning and Development Standards was adopted by Thurston County, and the Cities of Tumwater, Olympia, and Lacey. This agreement specifies that Thurston County will utilize each Cities' design guidelines and standards within their respective urban growth area for commercial and multi-family development projects. This should be expanded to deal with all forms of development so development in the City of Tumwater urban growth area is consistent with development inside the City of Tumwater.

**Commented [BM80]:** County Staff Comment: Note that the agreement only applies to multifamily projects greater than fourplexes.

**Commented [BM81]:** City Response: OK

## **Development Standards**

The City of Tumwater's Development Standards and Citywide Design Guidelines are ~~currently being revised~~intended to allow and provide incentives for the recommended innovative land use techniques to take place. Issues that are ~~being~~ addressed include but are not limited to: sidewalk standards, transit stops, traffic calming devices, and landscaping buffers. ~~Part of this discussion could also include use of alleys in residential subdivisions.~~

The 1995 Memorandum of Understanding: Urban Growth Area Zoning and Development Standards was adopted by Thurston County, and the Cities of Tumwater, Olympia, and Lacey. This agreement specifies that Thurston County will utilize each City's design guidelines and standards within their respective urban growth area for commercial and multi-family development projects.

## **Maximum/Minimum Densities**

Minimum densities are recommended for application to all residential areas in order to promote more cost-efficient provision of City services, the provision of affordable housing and the encouragement of transportation modes other than the single occupancy vehicle. Proposed development at less than the minimum density permitted should not be allowed. Proposed development at more than the maximum density should be allowed for cottage developments.

## **Clustering**

Small pockets of intense development, surrounded by open space characterize ~~c~~Cluster development ~~is characterized by small pockets of fairly intense development, surrounded by open space.~~ Although the development is more compact, gross density does not increase. The advantages of cluster development are many: ~~—~~more efficient and less expensive provision of services; reduced transportation costs; the protection of open space and sensitive areas; and lower land development costs. The main purpose of clustering in the City of Tumwater urban growth area would be to protect and preserve environmentally sensitive areas. Clustering should be encouraged wherever it is necessary to protect sensitive areas in all residential designations. Examples of clustered building types include Z-lot developments (residences placed closely together on Z-shaped lots), attached single-family or row houses, coach homes, stacked townhouses, and townhouse mews.

## **Modular/Manufactured Housing**

Manufactured homes are recommended to be allowed on single lots within the Single-Family Low Density designation and the Single-Family Medium Density

designation. Both ~~Uniform~~International Building Code (~~U~~IBC) and Housing and Urban Development (HUD) standard manufactured homes now feature much improved designs that allow them to blend very nicely with stick built homes. In ~~addition, in~~ recent years and in the future, homes of this type may be the only option for many families wishing to purchase single--family housing. For these reasons, ~~this plan~~the Joint Plan recommends permitting these dwelling units in single-family residential designations.

It is not the intent of ~~this plan~~the Joint Plan to promote the development of traditional mobile home parks; rather, it is to recognize that modular/manufactured housing is a viable form of housing construction. The City of Tumwater Housing ~~Plan~~Element should be referenced for more information on manufactured housing policies in the City of Tumwater. The Housing ~~Plan~~Element is included as Appendix F in the City of Tumwater Joint Plan eElement of the Thurston County Comprehensive Plan.

In 2008, the City of Tumwater conducted a lengthy public process on the subject of a new designation and zone district specifically for manufactured home parks. At the time, there had been a number of conversions of mobile and manufactured home parks to other forms of development. Although these conversions were occurring in the more urbanized parts of Puget Sound region, the residents of the parks in the City of Tumwater and the City Council became alarmed and decided to be proactive on this issue. This designation and zone was created to protect, but not prohibit, manufactured and mobile home parks from conversion to other uses. Although designed to protect the parks, there are over 20 other uses allowed within the zone district. Thurston County should consider similar action for the several parks that exist within the City of Tumwater urban growth area. Special care should be taken in designating these parks. In some instances, these parks may not be in a suitable location for the typically vulnerable inhabitants (elderly, disabled, and low income). For example, several of the parks within the City of Tumwater were built on filled wetlands and peat bogs before regulations would preclude this sort of development. These parks experienced substantial damage during the 2001 Nisqually earthquake. Access to transit and goods and services should be factored in when deciding whether or not to apply this designation to a mobile or manufactured home park.

### 3.5.3 Eastern Subarea

On January 1, 2016, the City finished a lengthy annexation process for the entire Eastern Subarea. This area will no longer be addressed in the Joint Plan. Two small, unincorporated "islands" of urban growth area surrounded by the City could not be included in the annexation, because they were not contiguous with the annexation area.

**Commented [BM82]:** County Staff Comment: This seems like an action that might be included in the implementation chapter

**Commented [BM83]:** City Response: We agree. It is implementation action item #3.

**Commented [BM84]:** City Comment: The subareas have never actually been defined on a map. They are more general guidelines for breaking the UGA up into chapters.

Yes. Map added as Map 5.



One of these “islands” is located near Yelm Highway and Delta Lane. Its current use is a single family home and it has the Single Family Medium Density designation and zone. The surrounding properties were annexed to the City in 2005. When asked by City staff and then personally by the Mayor of the City of Tumwater if they would be included in the annexation, the owner refused. The property is currently served with City water. In order to obtain City water and not annex, a property owner must sign a Power of Attorney agreement, which allows the City to annex the property when it deems it necessary. This property received City water before the Power of Attorney requirements were put in place so there is no signed Power of Attorney agreement.

The other single property “island” is located on Dennis Street directly north of Silver Ridge Court, which has a home located on the site. In the past, this property has had an auto repair business operating out of the house. The property is designated and it is zoned Single Family Low Density. It is located within the approach for the Olympia Regional Airport and should have appropriate overlay zoning applied either when Thurston County adopts the Airport Overlay from the City of Tumwater or when the property is annexed. Similar to the Yelm Highway/Delta Lane property, this owner also refused to annex when the surrounding properties were brought into the City in 1981 and again in 1992. Water and sewer lines are on the road in front of the property but the property is not connected to either.

Commented [BM85]: County Staff Comment: Action

Commented [BM86]: City Response: Agree.

There are two other “islands” that should be noted. They historically have not been considered part of the Eastern Subarea due to their remote location. These two very small “islands” are located far to the north and one actually touches the City of Olympia at one corner of the property. Both are located at the southern end of Quince Street. Both are single-family residences. One of the two is comprised of two tax parcels; the other is comprised of only one. Both “islands” are designated and zoned Single Family Medium Density Residential 6-9/acre.

Due to the inefficiencies, extra costs, and confusion created by these unincorporated “islands,” they should be annexed to the City of Tumwater. “Islands” typically cause confusion and problems for a number of service providers including emergency responders (both Fire Department/District and Police/Sheriff), the Auditor’s office (voting), code enforcement by City/County, etc.

#### 3.5.4 Southern Subarea

##### 3.5.3.1 Introduction

The ~~east~~southern subarea is generally located ~~east~~south of the Olympia Regional Airport and along 93<sup>rd</sup> Avenue. The subarea extends from the Deschutes River on the east to the vicinity of Blomberg Street to the west.

~~current~~ Since 2000, annexations to the City of Tumwater ~~city~~ have taken sizeable areas out of the southern subarea. Several annexations have occurred in the southeastern portion of the subarea and have extended the City limits ~~and west of the Deschutes River. The subarea extends to the north to the urban growth boundary separating the to 93<sup>rd</sup> Avenue. The area between Kimmie Road and I-5 as well as the entire area surrounding the 93<sup>rd</sup> Avenue/I-5 interchange were also annexed to the City of Tumwater and Olympia urban growth areas, and to the south to the vicinity of 88th Street.~~

~~—~~ The ~~1994~~2016 zoning in Thurston County for the ~~east~~southern subarea is shown in Map ~~3-2. 1994 land use is 8. Land uses from 2014 are~~ illustrated in Map ~~3-39~~. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this subsection. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. ~~Thus, for~~For example, an entire 40-acre parcel may be shown on Map ~~3-39~~ as being in residential use, even though only one residence may currently be located on that parcel.

~~—~~ The major ~~transportation routes through the eastern subarea are Henderson Boulevard, which runs generally north-south through the northern portion of the subarea, and Old Highway 99, which angles northwest-southeast along the eastern boundary of the subarea, bisecting the southern portion of it. Another major east/west transportation route through the southern subarea is 88th Avenue, which intersects with Old Highway 99 in the southern portion of this subarea. Also, Tumwater Boulevard (formerly Airdustrial Way) is a major transportation route between the Tumwater town center area and Henderson Boulevard.~~

~~The City of Tumwater currently provides water service to the Bush Prairie and Trail's End area east of Old Highway 99. Municipal sewer service is provided in the eastern subarea along Old Highway 99, River Road, 79th Avenue, and into the northern part of the Parkridge subdivision.~~

~~There are several physical limitations to development within the eastern subarea. The Deschutes River floodplain occupies the eastern and northern portions of the subarea. The river is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. The floodplain area is subject to seasonal flooding and high water tables, and includes soils with severe limitations for roads, buildings and septic systems. Several wetland systems are located in the floodplain area. There are some steep slopes on the western edge of the floodplain which may have limitations to development.~~

~~Several lakes with associated wetlands are located in the eastern subarea. These include Munn Lake, Trail's End Lake, Lake Susan, and Swamp Lake. Of these, Munn Lake is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. A stream and associated wetland system runs northward from Swamp Lake to the Deschutes River.~~

~~As is the case throughout the Tumwater urban growth area, the eastern subarea is located over an extremely sensitive aquifer.~~

~~The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and the area immediately north of the Olympia Regional Airport's primary north-south runway. The Economic Development Plan recommends these areas be developed with Industrial/Commercial land uses, with specific preferred land uses being the following:~~

- ~~• wholesale~~
- ~~• warehouse~~
- ~~• industrial~~
- ~~• heavy equipment~~

~~The Deschutes River Special Area Management Plan (SAMP), part of the City of Tumwater's Shoreline Master Program, includes a recommendation that the policies of that plan be applied to areas of the Deschutes River floodplain upstream of the city limits which fall under shoreline jurisdiction until such time as those areas are subject to a new special area management plan. To implement that recommendation, future land use designations upstream of the Henderson Boulevard bridge should reflect the policies of the Deschutes River SAMP until that time.~~

### ~~3.5.3.2 Future Land Uses~~

~~Future land use designations for the eastern subarea are shown on Map 3-4. These land use designations will be implemented as described in Chapter 10 of this plan. Complete descriptions of the land use designations are contained in Section 3.5.1 of this chapter. They should be used in conjunction with Map 3-4. The remainder of this section is a discussion of each of the land use designations as they are applied within the east side subarea.~~

~~Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)~~

~~One portion of this subarea has been designated Residential/Sensitive Resource. This area is surrounding a pond known as Swamp Lake just south of 73rd Avenue and east of Bonniewood Road. This designation is appropriate to ensure the protection of the sensitive environmental resource present in this area, and because the configuration of parcels in this area limits the possible development options.~~

~~Single Family Residential Low Density (4-7 Dwelling Units Per Acre)~~

~~Several areas within the eastern subarea are suitable for the Single Family Residential Low Density designation because of existing development patterns, natural and physical constraints, and in consideration of Olympia Regional Airport operations.~~

~~The area west of Henderson Boulevard, south of the Deschutes River and north of the Bonneville Power transmission lines also is appropriate for the Single Family Low Density Residential designation. This area is on a bluff overlooking the Deschutes River Valley, and is partially developed with low density residential development. Adjacent areas to the west within the Tumwater city limits are designated for low density residential development in the Tumwater Land Use Plan. Portions of this area near the existing city limits also contain wetlands associated with a stream which flows into the Deschutes River. Tumwater's adopted Deschutes River Special Area Management Plan contains the following recommendations for this bluff area:~~

~~The City should recognize the view potential of properties overlooking the Deschutes River Valley and should encourage quality construction and development. New development should be sited to prevent the obstruction of views of existing units.~~

~~The Single Family Residential Low Density designation is the most appropriate to implement these recommendations, as well as to support existing development. Low density development with strict development controls should ensure a careful regard for sensitive environmental conditions and to ensure neighborhood compatibility.~~

~~The area west of Henderson Boulevard and south of the existing Thunderbird Villa manufactured home park has been designated Single Family Residential Low Density. This area includes one small County "island" that is surrounded by incorporated Tumwater. The portion of this area south of the Tumwater Boulevard contains an established single family residential development on Monaco Drive. North of Tumwater Boulevard, the area contains some environmentally sensitive areas, and is bordered to the north and west by existing low density residential development in Tumwater.~~

~~\_\_\_\_\_ The western part of this area is within the airport approach area for the Olympia Regional Airport. Uses which tend to induce large gatherings of people, such as churches, theaters or schools, and above-ground flammable storage tanks should be prohibited because of potential catastrophic results of a single plane accident. Strong light sources such as flood lights, glare-producing uses such as metal roofs, and smoke/steam sources or open burning should also be prohibited because of possible effects on pilot visibility during takeoff and landing. All residential development should be closely evaluated in terms of safety to the home to be constructed, the impact of noise, and the potential impact on airport operations. New residents should be aware they are within an airport approach area, and new homes should be constructed with additional sound proofing to mitigate noise from aircraft.~~

~~\_\_\_\_\_ To the south and west of this area is an area designated light industrial due to its closer proximity to the airport runway. Where this light industrial area is adjacent to the planned residential development, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.~~

~~\_\_\_\_\_ East of Henderson Boulevard is another area designated Single Family Residential Low Density. This area includes several established low density neighborhoods, some rather large, which would be preserved under this designation. Three lakes, Lake Susan, Munn Lake and Trail's End Lake, are located within this area. There are wetlands associated with these lakes, and additional isolated wetland areas are located in this area. Development in these areas should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility.~~

~~\_\_\_\_\_ Single Family Residential Medium Density (6-9 Dwelling Units Per Acre)~~

~~\_\_\_\_\_ Five areas have been designated Single Family Residential Medium Density. One is located in the vicinity of the intersection of Henderson Boulevard and 65th Avenue, and a second is generally located around the intersection of Trail's End Drive and Arab Drive. Both these areas now contain a mixture of housing types, including single family homes and duplexes. These neighborhoods are established and should be encouraged to infill with similar, compatible types of residential uses in order to provide a mixture of housing types for all income levels in the eastern subarea.~~

~~\_\_\_\_\_ Some portions of the area near Henderson Boulevard and 65th Avenue are adjacent to lakes and wetland areas, and development in this area should be designed with regard for these considerations. The area near Trail's End and Arab Drive abuts an area recommended for light industrial development to the west and south. In this area, landscaping, screening and buffering should be used to protect the residential~~

~~development from possible adverse impacts and to visually separate the different uses.~~

~~—— The third area designated Single Family Residential Medium Density is located north of Yelm Highway and just east of Delta Lane. This is a relatively small area between the Tumwater city limits and the Olympia urban growth area. It contains single family residences on large lots, with potential for infill on the vacant portions of those lots. The area to the north and east in Tumwater is designated Single Family Residential Medium Density in the Tumwater Land Use Plan. The area to the east, currently occupied by the Briggs Nursery, is designated as an urban village in the Olympia Comprehensive Plan. This designation would provide for a mix of uses, including single family residential at densities similar to the Tumwater Single Family Residential Medium Density designation.~~

~~—— Two other very small county “islands” located on Quincee Street, south of North Street, are also designated Single Family Residential Medium Density. The areas surrounding these two “islands” are designated as Single Family Residential Medium Density in the Tumwater Land Use Plan.~~

#### ~~Multi Family Residential Medium Density (9-15 Dwelling Units Per Acre)~~

~~The area near the intersections of Henderson Boulevard with 73rd Avenue and Trail's End Drive is designated Multi Family Residential Medium Density. This area contains some multi family development currently. The remainder of this area is primarily vacant, with a portion occupied by single family residences. It is expected that this area will transition into multi family residential development in the future.~~

~~—— A second area designated multi family medium density is located along the south side of 70th Avenue east of Old Highway 99. It is bordered by a light industrial designation to the west, light industrial and commercial to the north, and low density residential to the east and south. A multi family medium density designation for this area will provide a transition from the light industrial designation to the lower density residential areas. Where the multi family residential development abuts the light industrial, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.~~

~~—— A Thurston County designated historic site is located south of this area. Development should occur in a manner that is sensitive to and preserves this historically significant area. Clustering and density transfer through the use of a Planned Unit Development (PUD) should be considered. This area is northwest of the Runway Protection Zone for the Olympia Regional Airport's east-west runway.~~

~~Protection of this airspace is vital to the continued operation of the Airport. To ensure that new residents of this area are aware they are close to an airport and protect public health and safety, the City should apply an air hazard overlay zone to this area upon annexation. New residential development should be constructed using noise abatement measures to mitigate noise from aircraft.~~

~~These two areas designated multi-family medium density will provide alternative housing types in the eastern subarea. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in the Tumwater area. These two areas are located in close proximity to possible job centers along Old Highway 99, at the Tumwater ~~Town Center~~, and the New Market ~~Industrial~~ Campus in the city limits. The intention of this location is to provide opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.~~

~~Multi-family development should be subject to specific multi-family urban design standards, which would assure compatibility of the development with the surrounding neighborhoods.~~

#### ~~Multi-Family Residential High Density (14-20 Dwelling Units Per Acre)~~

~~The only area, just west of Henderson Boulevard and south of the Bonneville Power Administration transmission lines, was annexed to Tumwater in 2000. It is suitable for the Multi-Family Residential High Density designation. It is located along a major transportation route, Henderson Boulevard, which will likely serve as a primary transit corridor. It also is located adjacent to areas designated single-family medium density to the east, and neighborhood commercial to the south. To the west is the Thunderbird Villa manufactured home park. These types of development would be compatible with high-density residential development. Because of its location, and the policy direction in this plan to provide for a variety of housing types, this area is suitable for a multi-family high density residential designation.~~

#### ~~Mixed Use~~

~~The area near the intersection of 88th Avenue and Old Highway 99 has historically been a residential neighborhood that, in recent years, has begun to transition to a mix of commercial and residential development. The area north of the intersection should be encouraged to continue this transition because it is more compatible with the adjacent Olympia Regional Airport (see description under General Commercial heading below). The area south of the intersection, however, is more appropriate for a transition to a mixed-use type of development. The Mixed Use designation would provide an opportunity to develop and infill this area in a~~



way that provides for affordable housing close to needed services and quality community design. This area currently consists of primarily single family residential uses and, therefore, should remain in the short term within a single family medium density residential zoning designation. This zoning would allow for a gradual increase in residential densities and additional neighborhood oriented commercial uses. The area should be periodically evaluated for a change to a mixed use zoning designation when development trends and market conditions warrant.

#### **Neighborhood Commercial**

— This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the eastern subarea, this designation has been applied to one location, on the west side of Henderson Boulevard near its intersection with Tumwater Boulevard. This intersection will likely become a focus of activity in the near future. The northernmost property in this area is already occupied by a neighborhood commercial use. Surrounding residential development is likely to increase in density, raising the need for neighborhood commercial uses in the area.

Commercial uses in this area should be buffered from adjacent residential development, using landscaping, walls, or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely impacted by noise, light, or traffic that may be associated with commercial development.

#### **General Commercial**

— The area containing the property commonly known as The Trails on 79th Avenue east of Old Highway 99 has been designated General Commercial. This establishment has served in the past as a center of equestrian events, including stables, and as a dining/entertainment facility. As surrounding residential development continues, this type of use has greater potential for conflict with neighboring land uses. This area has been designated general commercial to allow for reasonable continuing use of the structures on the property; however, care should be taken to ensure that future uses of this property are compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

Another area that has been designated General Commercial is on the northwest side of the intersection of 88th Avenue and Old Highway 99. This intersection is likely to become a major transportation route in the future. The designated area currently contains some commercial uses and some residential uses. Because of its



~~proximity to the adjacent Olympia Regional Airport and the major road intersection, the area is most appropriately designated commercial rather than residential. Automobile access should be limited to a few points along the two major roadways providing access to this area. Provision of urban plazas and access to transit stops should be encouraged as part of development design. While residential uses remain, commercial uses adjacent to them should be screened or buffered to minimize adverse impacts to neighboring residences.~~

#### ~~Light Industrial~~

~~The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and area immediately north of the Olympia Regional Airport's primary north-south runway. This plan incorporates the Economic Development Plan recommendation that these areas be developed with Industrial/Commercial land uses, with specific preferred land uses being the following:~~

- ~~• wholesale~~
- ~~• warehouse~~
- ~~• industrial~~
- ~~• heavy equipment~~

~~These areas have been designated **Light Industrial** in this plan. The area along the east side of Old Highway 99 is zoned Light Industrial in Thurston County, and much of it is currently occupied by industrial uses. The area northeast of the airport is part of the approach area for the primary north-south runway. This area, which is along Tumwater Boulevard just east of the city limits, currently contains some residences on larger lots. Greater densities of residential development should not be encouraged in this area due to noise impacts and potential safety hazards. In the long term, this area is most appropriately preserved as open space or low-intensity industrial development to maintain compatibility with the Olympia Regional Airport operations.~~

~~The area adjacent to the southeast corner of the airport property, on the north side of 88th Avenue, is also designated light industrial. This is the most appropriate designation because of its proximity to the airport. The area to the east is designated general commercial because of its location at a major road intersection.~~

#### ~~Utilities~~

~~A Bonneville Power Administration transmission line easement crosses the northern part of the eastern subarea. This area has been designated Utilities to reflect this use. The Tumwater Utilities Plan, which is adopted by reference in~~

~~Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained in the Tumwater Utilities Plan.~~

#### ~~Shoreline Environment~~

~~The Shoreline Environment designation has been applied along the Deschutes River and Munn Lake to achieve consistency with the Deschutes River Special Area Management Plan (SAMP) and the Shoreline Master Program for the Thurston Region. The shoreline regulations from these documents take precedence when they are more restrictive than local zoning regulations.~~

~~Along the Deschutes River west of Henderson Boulevard, an area has been designated Shoreline Environment to maintain consistency with designations in the Tumwater Land Use Plan for adjacent areas within the city limits. Munn Lake is also given this designation because it is under the auspices of the Shoreline Master Program for the Thurston Region. The Shoreline Environment designation is also applied to other lakes in the Tumwater area regulated by this Master Program. The Deschutes River SAMP and the Shoreline Master Program for the Thurston Region should be referenced for more specific land use recommendations and regulations for these areas.~~

#### ~~Parks/Open Space~~

~~A large area surrounding Trail's End Lake on three sides and including the area between that lake and the Deschutes River is owned and occupied by a church camp organization. Because of this existing use, and the presence of numerous wetlands on the property, the parks/open space designation is appropriate for this area.~~

~~Lake Susan and Swamp Lake are given the Parks/Open Space designation. To maintain consistency with the Tumwater Land Use Plan, all lakes not under the jurisdiction of the Shoreline Master Program for Thurston County are designated parks/open space.~~

~~The 100-year floodplain of the Deschutes River is designated parks/open space, consistent with the goals, policies and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map is to designate as parks/open space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.~~

~~Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.~~

~~There are existing residences in the floodplain on the north side of the Deschutes River just east of Henderson Boulevard. The Parks/Open Space designation in this area reflects the desire to transition away from residential uses in the floodplain. The intent of this designation is not to immediately remove existing residences. The existing residences should be permitted on these parcels by the zoning created to implement this plan. Additional residences or renovations which would enlarge the existing residences should not be permitted.~~

#### 3.5.4 Southern Subarea

##### 3.5.4.1 Introduction

~~The southern subarea is generally located south of the current Tumwater city limits to just south of 93rd Avenue. The subarea extends from the Deschutes River on the east to the vicinity of Blomberg Street to the west.~~

~~The 1994 zoning in Thurston County for the southern subarea is shown in Map 3-5. 1994 land use is illustrated in Map 3-6. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, for example, an entire 40-acre parcel may be shown on Map 3-6 as being in residential use, even though only one residence may currently be located on that parcel.~~

~~As of 1994, the major transportation route through the southern subarea is Interstate 5, which bisects the subarea in a generally north-south direction. Another significant transportation corridor for east-west travel is the eastern portion of 88th Avenue. Major~~Other major ~~north-south corridors include Kimmie and Tilley Roads, which extend to the south from the Olympia Regional Airport area. Old Highway 99 angles northwest-southeast along the eastern boundary of the subarea. Littlerock Road angles northeast-southwest across~~In ~~the western portion of~~early 2000s, the subarea, and Case Road follows the same general direction south of the Olympia Regional Airport. Major transportation routes in the east-west direction are 92nd Avenue, and 88th Avenue between Tilley Road and Old

~~Highway 99. The Port of Olympia is currently working on designing new roadway alignments for the northern relocated portions of Case Road, Tilley Road, and 88th Avenue in response to the proposed relocation shifting of the main north/south runway several hundred feet south. The runway was determined to be too close to Old Highway 99 at the north end, this is what necessitated the shifting of the runway to the south.~~

~~Municipal water and sewer service are currently serving only one customer in the southern subarea, the Washington State Patrol site on Armstrong Road.~~

~~Municipal water and sewer service are currently serving only one customer in the southern subarea, the Washington State Patrol site on Armstrong Road.~~

~~However, water and sewer lines are located within most of the abutting areas of the City of Tumwater. For example, services are located along the entire length of Kimmie Street and along most of the eastern portion of 88<sup>th</sup> Avenue. Additionally, the City obtained ownership of the water system on Lathrop Industrial Drive SW. This system serves several dozen properties on the west side of I-5, both north and south of 93<sup>rd</sup> Avenue. The Lathrop water system, the wells at the Black Hills Soccer properties (northwest of the I-5/93<sup>rd</sup> interchange), and the City water system will be connected as development extends the service lines across the I-5.~~

There are several physical limitations to development within the southern subarea. The Deschutes River floodplain occupies the eastern portion of the subarea. The ~~river~~ Deschutes River is under the jurisdiction of the ~~Shoreline Management Act and subject to the provisions~~ City of the Tumwater Shoreline Master Program ~~of and~~ the Thurston ~~Region-County Shoreline Master Program~~. The floodplain area is subject to seasonal flooding and high water tables and includes soils with severe limitations for roads, buildings, and septic systems. There are some steep slopes on the ~~western edge of the floodplain which bluffs between Old Highway 99 and the Deschutes River. These may have present~~ limitations to development.

~~Several isolated wetlands exist in the area south of the Olympia Regional Airport between 88th and 93rd Avenues. There are also several wetland areas on the west side of Interstate 5, north of the 93rd Avenue interchange. Salmon Creek and its associated wetland system runs westward along the southern portion of the subarea.~~

~~As is the case throughout the City of Tumwater urban growth area, the southern subarea is located over an extremely sensitive aquifer.~~

~~Most of the southern subarea is part of the Salmon Creek drainage basin. This basin is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the~~

nature of groundwater in this area. Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood-plains or wetlands.

~~— The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of urban development. Consideration should be given to the insertion of special development standards in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the *Soil Survey of Thurston County*) include:~~

- ~~— McKenna gravelly silt loam~~
- ~~— Mukilteo muck~~
- ~~— Norma silt loam~~
- ~~— Shalear variant muck~~
- ~~— Tilsch silt loam~~
- ~~— Everson clay loam~~

~~— In the future the The City of Tumwater and Thurston County jointly adopted the Salmon Creek Drainage Basin Plan in 2004 after several years of work. There are now special regulations for development in, and near, areas of high groundwater.~~

~~The City of Tumwater and Thurston County should consider re-evaluating the southern subarea of the Joint Planning area in regards to the Salmon Creek Basin. Some of the issues to address include the following: the type of development in the basin, the possible effects of new development on the rest of the basin, the appropriateness of the current land use designations, and the location of the urban growth boundary.~~

~~— The Tumwater Economic Development Plan, an eElement of the City of Tumwater Comprehensive Plan, makes several recommendations for portions of this the southern subarea. This planThe Joint Plan incorporates these Economic Development Plan recommendations. For the area immediately south of the Olympia Regional Airport, the Economic Development Plan recommends Industrial/Commercialindustrial/commercial land uses, with specific preferred land uses being the following:~~

- ~~• Wholesale~~

- Warehouse

~~Industrial~~ • ~~wholesale~~  
• ~~warehouse~~  
• ~~industrial~~  
• ~~heavy~~

- Heavy equipment

~~The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange. The Economic Development Plan recommends industrial and commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange.~~ North of the interchange area, the ~~plan~~Economic Development Plan also recommends industrial ~~and~~ commercial uses, except for low density residential along the west side of the Interstate in areas containing environmentally sensitive conditions.

#### 3.5.4.21 Future Land Uses

~~Future land use designations for the southern subarea are shown on Map 3-710. These land use designations will be implemented as described in Chapter 10 of this plan. Implementation. Complete descriptions of the land use designations are contained in Subsection 3.5.1 of this chapter. Policies, Designations, and Definitions.~~ They should be used in conjunction with Map 3-710. The remainder of this subsection is a discussion of each of the land use designations as they are applied within the southern subarea.

#### • **Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)**

The residential area located on the south side of 88th Avenue from just west of Case Road westward to just west of Walter Court is designated for Residential/Sensitive Resource low-density residential development. There are three established single-family subdivisions in this area. Two of these subdivisions (89th Avenue and Marlene Court) represent the majority of lots within this area and have an average lot size of ½ acre. This lot size is already consistent with density of the Residential/Sensitive Resource designation, which is 2-4 dwellings per acre. These neighborhoods should be preserved and protected.

This area is within the Salmon Creek Drainage Basin and the majority of high groundwater flooding that has occurred east of I-5 in residential zones has been concentrated in this particular area. The Residential/Sensitive Resource designation is appropriate to ensure the protection of the sensitive

environmental resource present in this area, and because of the history of high groundwater flooding.

Due to the contamination from septic systems during flooding events, extension of both sewer and water service to this area should be a priority for the residents, the City of Tumwater, and Thurston County.

The easternmost of these neighborhoods (89th Avenue) is west of the Olympia Regional Airport Runway Protection Zone. Protection of this airspace is vital to the continued operation of the airport. To ensure that new residents ~~of~~<sup>in</sup> this area are aware they are close to an airport and to protect public health and safety, Thurston County should adopt the City should apply an air hazard overlay zone to this area upon annexation of Tumwater's Airport Overlay Zone. Any new residential development should be constructed using noise abatement measures to mitigate noise from aircraft.

Commented [BM87]: County Staff Comment: Action

Commented [BM88]: City Response: Agree.

• **Single-Family Residential Low Density (4-7 Dwelling Units Per Acre)**

—Several areas within the southern subarea are suitable for the Single-Family Residential Low Density designation because of existing development patterns, and natural and physical constraints.

—The area east of Old Highway 99 and west of the Deschutes River flood-plain is partially developed with low-density single-family housing. Development in this area should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility.

—The area generally located along the north side of 88th Avenue from the Washington State Patrol facility westward to Kimmie Road is designated for single-family low-density residential development. The residential subdivision on 91st Avenue and the three large residential properties directly north of this subdivision (two of which have access off of 88th Avenue and the third has access off of Kimmie) are also designated for single family low-density residential development. There are several established single-family subdivisions in these areas. These neighborhoods should be preserved and protected.

~~Although a large portion of the southern subarea is subject to high groundwater flooding, most of the existing residential area along the east side of Blomberg Street north of 93<sup>rd</sup> Avenue may not have this environmental constraint. A site specific analysis will take place during development or redevelopment of each property. Much~~Part of the area along Blomberg Street is currently developed with a rural level of residential development. The Single Family Low Density Residential designation best accomplishes the goals of preserving the existing neighborhood. This designation has also been applied to

the properties on the north side of 93<sup>rd</sup> Avenue near its intersection with Blomberg Street. For these residential properties which have direct access onto 93<sup>rd</sup> Avenue a change to a more intensive designation such as Light Industrial should be considered in the future for the following reasons: ~~1) the~~

1. ~~The~~ properties have frontage and obtain access directly from 93<sup>rd</sup> Avenue which is identified as the major east/west transportation route in the subarea; ~~2)~~
2. 93<sup>rd</sup> Avenue is a road with heavy truck traffic and a 50mph speed limit which is an inappropriate location for urban density single family residential; and ~~3) the~~
- ~~1.3. The~~ properties do not have a history of environmental constraints such as high groundwater flooding.

—There are several places in the southern subarea where the Single Family Low Density Residential designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses. ~~visually.~~

~~In a small number of locations, non-residential development exists in areas designated single family low density residential. This situation has resulted from a mix of generally incompatible development types occurring in the same area. As the urban growth area undergoes a transition from rural to urban levels of development, this situation should not be allowed to continue. The Single Family Low Density designation in this area reflects the desire to transition toward residential uses in these areas. The intent of this designation is not to immediately remove existing development; rather, additional non-residential development or renovations which would enlarge the existing non-residential development should not be permitted.~~

• **Single-Family Residential Medium Density (6-9 Dwelling Units Per Acre)**

~~The area along The manufactured housing community called Longhorn Estates, located on 93<sup>rd</sup> Avenue, and the eastern portion similarly sized area east of the southern subarea it has been designated Single-Family Residential Medium Density. Much The Longhorn portion of this area is currently vacant. Other parts developed at an urban residential density. The other part of it contains single-family residences on large lots, with potential for infill on the vacant portions of those lots. A manufactured home subdivision known as Longhorn Estates is located at the western edge of this area. The area to the~~

**Commented [BM89]:** County Staff Comment: What about SFM designation off Littlerock Rd? I see this is included on this map, but noted in a different area. It may be helpful in the maps for each subarea to have boundaries delineated.

**Commented [BM90]:** City Response: Map 5 added showing subarea boundaries. Littlerock Road is in the western subarea.



~~south in Thurston County is planned for rural residential development in the Thurston County Comprehensive Plan.~~

—The Single Family Medium Density designation will provide alternative single-family housing types in the southern subarea. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in the City of Tumwater urban growth area. This area is located close to possible job centers along Old Highway 99 and 93rd Avenue, and at the Tumwater Town Center and the New Market Industrial Campus. It is also adjacent to ~~existing and~~ likely future public transportation routes (Old Highway 99 and 93rd Avenue). The intention of this location for single family medium density development is to provide opportunities for single family housing close to places of employment and transit routes, reducing the need for long, single-occupancy vehicle commute trips.

—The western portion of this area abuts an area recommended for light industrial development. Where this occurs, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses. visually.

~~—A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~—Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

~~—light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~

~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~  
~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

• **—Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)**

—The southern subarea includes two areas designated Multi-Family Residential Medium Density. These areas will provide alternative housing types in the subarea. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in areas close to possible job centers in this subarea, as well as at the Tumwater Town Center and New Market Industrial Campus. The intention of this designation is to help provide a variety of opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.

—The area ~~on~~abutting the west side of Old Highway 99 north of 93rd Avenue is designated Multi-Family Residential Medium Density. This area currently contains some multi-family development and a mobile home park. The remainder of this area is vacant or occupied by single-family residences. It is expected that this area will transition into multi-family residential development in the future.

~~—A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~—Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the~~

~~Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

- ~~— light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~
- ~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~
- ~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

—A second area designated Multi-Family Residential Medium Density is located southeast of the intersection of 83rd Avenue and Kimmie Road. This area is currently occupied by a mixture of single and multi-~~and single~~-family development and vacant land. This area is bordered by the Bush Middle School and an airport related industrial designation to the north, light industrial, and single-family residential designations to the west, single-family residential development to the south, and neighborhood commercial and light industrial designations to the east. A Multi-Family Residential Medium Density designation for this area will provide a transition from the light industrial designations to the lower density residential areas. It also provides a higher density of housing close to needed commercial services and the middle school, providing opportunities for minimizing lengthy automobile commute trips.

—Where multi-family residential development abuts light industrial or commercial uses, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses visually.

—Multi-family development should be subject to specific multi-family urban design ~~standards~~guidelines, which would assure compatibility of the development with the surrounding neighborhoods.

- **—Neighborhood Commercial**

—This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the southern subarea, this designation has been applied to two locations.

—One area designated Neighborhood Commercial is located ~~on 83rd Avenue between Kimmie and Armstrong Roads, near~~southwest of the intersection of 83rd Avenue and Center Street. This area is an existing neighborhood commercial area that should be allowed to continue and expand slightly to serve

future residential and light industrial uses in the neighborhood. There currently is a gas station/convenience store located at the site, which serves the adjoining campground as well as the general area.

—The second Neighborhood Commercial area is at the intersection of 93<sup>rd</sup> Avenue and Old Highway 99. This area is currently vacant. This designation is appropriate for this area because of its location at an intersection surrounded by areas designated for future residential development.

—Commercial uses adjacent to residential areas should be buffered from adjacent residential development using landscaping, walls, or other appropriate means. The intent of ~~this~~the buffering is to ensure that residential areas are not adversely impacted by noise, light, or traffic that may be associated with commercial development.

- **—Light Industrial**

—The City of Tumwater Economic Development Plan, an ~~e~~Element of the City of Tumwater Comprehensive Plan, makes several recommendations for portions of this subarea. ~~This plan~~The Joint Plan incorporates these Economic Development Plan recommendations. For the area immediately south of the Olympia Regional Airport, the Economic Development Plan recommends ~~Industrial/Commercial~~industrial and commercial land uses, with specific preferred land uses being the following:

- Wholesale

- Warehouse

Industrial — ~~•~~ wholesale

~~•~~ warehouse

~~•~~ industrial

- ~~•~~ heavy

- Heavy equipment

The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5 - 93<sup>rd</sup> Avenue interchange. ~~—The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5/93<sup>rd</sup> Avenue interchange.~~ North of the interchange area, the ~~plan~~Joint Plan also recommends industrial/commercial uses, along the west side of the Interstate.

—The recommendations of the Economic Development Plan are reaffirmed by the Light Industrial land use designations in ~~this plan~~ the Joint Plan. The southern subarea includes several features that provide a supportive and attractive environment in which businesses could locate. These include good access to Interstate 5 at the 93rd Avenue interchange, close proximity to the Olympia Regional Airport, availability of a variety of large and small parcels for different types of businesses, primarily flat topography, and the prospect of municipal utilities available in the future. The area also has some potential constraints to this type of development, which were described in Subsection 3.5.4.1, Future Land Uses, including areas with sensitive aquifers, poor drainage, and the existence of wetlands. The portions of the southern subarea that are designated Light Industrial are those that can most likely take advantage of the favorable conditions for industrial/commercial development while avoiding significant adverse impacts to the environmentally sensitive features in this subarea.

—~~Although the majority of the Light Industrial has been annexed to the City of Tumwater, there are still some unincorporated areas with this zoning.~~ The area south ~~and west~~ of the Olympia Regional Airport ~~and along 93rd Avenue~~ has been designated Light Industrial. The area ~~to the south around Case and Tilley Roads~~ is part of the approach area for the primary north-south airport runway. This area, ~~which is in the vicinity of Case and Tilley Roads south of 88th Avenue,~~ currently contains some residences on larger lots ~~as well as some businesses~~. Residential development should not be encouraged in this area due to noise impacts and potential safety hazards. In the long term, this area is most appropriate for low-intensity industrial development to maintain compatibility with the Olympia Regional Airport operations. ~~Upon annexation, Thurston County should adopt the City should apply an air hazard overlay of Tumwater's Airport Overlay zone to for~~ this area to ensure any new development does not interfere with airport operations or create a possible safety hazard. ~~The Airport Hazard Overlay zone should also be adopted for the rural area south of the City of Tumwater urban growth area. This action would protect life and property and prevent development that is incompatible with airport operations.~~

Commented [BM91]: County Staff Comment: Action

Commented [BM92]: City Response: Agree

—~~A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an~~

~~alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

~~— light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~

~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~

~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

~~—An area on the west of the airport and south of the New Market Industrial Campus side of Armstrong Road has also has been designated Light Industrial. This area currently is occupied by the The Washington State Patrol facility, a dormant gravel mining operation, several residences, and vacant land occupy this area currently. Light Industrial is the most appropriate long-term designation because of the area's proximity to the airport and industrial development to the north. It is expected that vehicular access to this area will be primarily from the north through the New Market Industrial Campus. This would avoid heavy traffic impacts through adjacent residential areas to the south and east.~~

~~—The Although the City annexed most of the area around the interchange of Interstate I-5 and 93<sup>rd</sup> Avenue and north along the Interstate is interchange, there are still some unincorporated properties on the fringes of this area that are designated Light Industrial, reaffirming it as an area. This designation is appropriate for this area due to adjacent existing industrial/commercial development. land uses.~~

~~—The Light Industrial designation has been applied to several properties on the east side of Interstate 5, south of 93rd Avenue, that currently take direct access off of 101st Avenue and Nunn Road. In order to ensure that any industrial uses on these properties do not impact residential uses that abut them to the south, industrial development can only occur if direct road access is~~

provided from 93rd Avenue or Kimmie Road. Hopkins Ditch District #2 has been maintaining a drainage ditch in this area since 1901. This ditch cuts this area off from access to the north and eventually feeds into Salmon Creek. Due to the access problems, environmental constraints of high groundwater flooding and wetlands, and the current rural level of residential development, this area should be considered for removal from the City of Tumwater urban growth area.

**Commented [BM93]:** County Staff Comment: Action

—It is ~~strongly~~ recommended that all areas designated Light Industrial west of Interstate 5 and north of 93rd Avenue in the southern subarea be provided automobile access from 93rd Avenue. ~~This would be the most advantageous~~ Shared access for these uses because it provides points as well as shared access roads are preferred as a way to limit the number of potential turning movements onto this high-speed corridor. This would provide convenient ingress and egress from the Interstate. Access to light industrial uses should be avoided along Blomberg Road north of 93rd Avenue because of potential conflicts of truck traffic with the residential neighborhood in this area. An access road parallel to and east of Blomberg Road, north of 93rd Avenue, is recommended to provide access to the light industrial uses west of Interstate 5. Once this access is provided, use of Blomberg Road by industrial traffic should be curtailed.

**Commented [BM94]:** City Response: Council agreed on this removal several years ago. One absentee owner of the only vacant parcel objected so the Commissioners decided not to remove the area. Would be good to revisit the idea with the decision makers to see if they still feel the same about it.

~~The Light Industrial designation extends northward along both sides of Interstate 5 to the existing Tumwater city limits with the exception of an area designated A General Commercial on the west side of Interstate 5 along Prine Road (see Western Subarea Future Land Uses, Section 3.5.5.2) and a small area east of Kimmie Road just south of 88th Avenue.~~ has been designated Light Industrial. In 1994, two parcels in this area were zoned PID. ~~This plan~~ The Joint Plan retains a Light Industrial designation only for the parcel ~~which~~ that fronts on Kimmie Road and has an existing industrial use. It has since been split into three properties. The other parcel, which is vacant, has been designated Single-Family Residential Low Density to reflect the surrounding uses on three sides.

~~—The Light Industrial designation has been applied to a corridor along 93rd Avenue east of the Interstate 5 interchange to provide compatible land uses along the connection to the light industrial area south of the Olympia Regional Airport. This would provide for automobile and truck access along 93rd Avenue, Case and Tilley Roads and 88th Avenue to all future light industrial uses in this area while avoiding residentially designated neighborhoods.~~

—Light industrial uses adjacent to residential areas should be buffered from adjacent residential development, using required setbacks, landscaping, walls, or other appropriate means. The intent of ~~this~~ the buffering is to ensure that



residential areas are not adversely affected by noise, light, dust, traffic, or other impacts that may be associated with industrial development.

- **Utilities**

—A Bonneville Power Administration transmission line easement crosses the western part of the southern subarea. This area has been designated Utilities to reflect this use. The City of Tumwater Utilities Plan Element, which is adopted by reference in Chapter 5 ~~of this Joint Plan~~, provides information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained in the City of Tumwater Utilities Plan Element.

—A large natural gas pipeline corridor traverses the area generally in an east/west direction. It enters into the City of Tumwater urban growth area and crosses 93<sup>rd</sup> Avenue near Hart Road. It then lies north of and generally parallel with 93<sup>rd</sup> Avenue in an east/west direction. The lines connect to a natural gas gate station is located north of 93<sup>rd</sup> Avenue between I-5 and Blomberg Road then continue west out of the City of Tumwater urban growth area. This corridor should be designated Utilities as a way to protect life and property, to prevent incompatible development, and help to notify nearby property owners of its existence. This pipeline corridor is already designated Utilities within the City of Tumwater.

A fuel pipeline is located on the border of the north central portion of the City of Tumwater urban growth area. The pipeline crosses under the Deschutes River and lies parallel with and adjacent to 88<sup>th</sup> Avenue, Armstrong Road, 83<sup>rd</sup> Avenue, and then Center Street in the City of Tumwater. It was previously utilized for the tank farm (fuel depot) that was located at the northeast corner of Tumwater Boulevard and Linderson Way. This facility was removed several years ago due to it being a prohibited use within a wellhead protection area of the City. The Utilities designation should be applied to the pipeline corridor where it enters the City of Tumwater urban growth area. This designation is needed to protect life and property, prevent incompatible development, and help to notify nearby property owners of its existence. This pipeline corridor is already designated Utilities within the City of Tumwater.

Commented [BM95]: County Staff Comment: Action

Commented [BM96]: City Response: Agree.

- **Parks/Open Space**

—~~The 100-year~~The only area within the southern subarea that is designated Parks/Open Space is the one-percent floodplain of the Deschutes River—is designated Parks/Open Space. This designation is consistent with the goals, policies, and actions of the Joint Plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal

Commented [BM97]: County Staff Comment: Action

Commented [BM98]: City Response: Agree.



~~Emergency Management Agency. —and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map the Joint Plan and the Joint Plan Future Land Use Map is to designate as ~~parks/open space~~ Parks/Open Space those areas within the ~~100-year one-percent~~ floodplain. Surveys and other additional information used during implementation of ~~this plan the Joint Plan~~ may more precisely locate the ~~100-year one-percent~~ floodplain boundary. Areas that are not within the ~~100-year one-percent~~ floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.~~

~~Because of the dynamic nature of the Deschutes River and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.~~

~~Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.~~

### 3.5.5 Western Subarea

#### 3.5.5.1 Introduction

~~The majority of the western subarea generally was annexed to the City of Tumwater in 2008. What is left includes the area between the current Tumwater city limits and a fringe area along the eastern shore of Black Lake, and an area south of Tumwater Boulevard between Littlerock Road and I-5. It also includes several areas of unincorporated “islands” of land that are currently surrounded by incorporated portions of the City of Tumwater. The subarea extends north to the urban growth boundary separating the Tumwater and Olympia urban growth areas, and south to the vicinity of 88th Street north towards Olympia on the west side of the gravel mining operation located on Black Lake Boulevard. The subarea terminates at the Olympia city limits that are about a mile southwest of the US101/Black Lake Boulevard interchange.~~

~~In 2015, the County completed a watershed study of the Black Lake Basin, which included a number of recommendations related to this subarea, including to remove from the Tumwater UGA the area along the shoreline of Black Lake south of 61<sup>st</sup> Ct. and rezone removing from the City of Tumwater’s urban growth area the part along the shoreline of Black Lake south of 61st Ct. and rezoning to a lower density~~

**Commented [BM99]:** County Staff Comment: In 2015, the County completed a watershed study of the Black Lake Basin, which included a number of recommendations related to this subarea, including to remove from the Tumwater UGA the area along the shoreline of Black Lake south of 61<sup>st</sup> Ct. and rezone to a lower density.

**Commented [BM100]:** City Response: Comment added regarding the 2015 Black Lake Basin study and recommendations to the western subarea description.

—The ~~1994~~2016 zoning in Thurston County for the western subarea is shown in Map ~~3-8, 1994~~11. The 2014 land use is illustrated in Map 12. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this subsection. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. ~~3-9. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed.~~ Thus, for example, an entire 40-acre parcel may be shown on Map ~~3-9~~12 as being in residential use, even though only one residence may currently be located on that parcel.

—The major existing transportation routes, ~~as of 1994,~~ through the western subarea are Littlerock Road, which angles generally northeast-southwest through a small portion of the southern ~~portion~~ of the subarea, and Black Lake Boulevard, which runs through a small portion of the northwestern part of the subarea, ~~at the north end of Black Lake.~~ Other major transportation routes include ~~66th Avenue, 70th Avenue and Trosper Road, all of which run east-west through the subarea, and Black Lake~~Black Lake-Belmore Road, which runs north-south and 49th Avenue, which becomes Trosper Road in the City of Tumwater.

—For future road alignments in the ~~western subarea, particularly in the areasouthern portion of the Black Hills High School~~Western Subarea, refer to the ~~Blackhills~~Black Hills Subarea Study ~~which~~that was adopted into the Transportation Plan in 2003. This detailed plan analyzes and incorporated into the 2008-2010 City of Tumwater Transportation Plan update. Many of the Plan's recommendations are being included in the 2016 update to the City of Tumwater Transportation Plan. The Black Hills Subarea Study was a joint effort between the City of Tumwater, Thurston County, the Tumwater School District, and the Doelman family that owns roughly 200 acres of developable land next to Black Hills High School. The study analyzed the existing transportation system in the area and provides, identified deficiencies and other problems, incorporated comments, and direction from the public and final product provided guidance for future road projects. The Littlerock Road Subarea Plan also recommends several new roads and connections within the area south of Tumwater Boulevard.

—There is an existing Burlington Northern Railroad line bisecting the western subarea from north to south. The portion of ~~this~~the line south of the Belmore area is a candidate for possible future use as a recreational trail. Thurston County has acquired the southern portion of this railroad and it plans to convert it ~~in~~to a

~~recreational trail, in the future.~~ The ~~remaining northern~~ portion of ~~this rail~~the line is expected to remain in railroad use.

~~—The City of Tumwater currently provides water service to Kenneydell Park and the Black Lake Elementary School area through a water line extension properties along 760th Avenue Kirsop Road 66th Avenue to Black Lake Belmore Road. Water service is also provided to the Black Hawk and Black Lake Park subdivisions and the Black Hills High School. City water is also available to many of the unincorporated "islands" that are part of this subarea. Municipal sewer service is currently provided to the Black Hills High School. Sewer is also available along most of 70<sup>th</sup> Avenue and is currently being extended along Kirsop Road to 66<sup>th</sup> Avenue. Most notable is the mobile home park at the northwest corner of Rural Road and Trosper Road that has been on City water since the early 2000s. Due to numerous urban residential developments over the past couple of decades, sewer and water are located throughout the areas of the City of Tumwater adjacent to the Western Subarea. Currently, there are not any notable sewer extensions into the subarea, only the water lines already described above.~~

~~—The primary physical limitations to development in the western subarea are numerous wetlands and an extremely sensitive aquifer. Trosper Lake, Black Lake, and portions of the Black River and Black Lake Drainage Ditch are under the jurisdiction of the Shoreline Management Act and subject to the provisions of the City of Tumwater Shoreline Master Program and the Thurston County Shoreline Master Program. Some of the subarea, especially the southern portion, is subject to periodic high groundwater flooding.~~

~~—Most of the southern part of this subarea is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the nature of groundwater in this area. Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood-plains or wetlands.~~

~~—The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of urban development. Consideration should be given to the insertion of special development standards in the Drainage Design and Erosion Control Manual for the Thurston Region. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the Soil Survey of Thurston County) include:~~

~~McKenna gravelly silt loam~~  
~~Mukilteo muck~~  
~~Norma silt loam~~  
~~Shalear variant muck~~  
~~Tilseh silt loam~~  
~~Everson clay loam~~

~~The City of Tumwater and Thurston County jointly adopted the Salmon Creek Drainage Basin Plan in 2004 after several years of work. There are now special regulations for development in, and near, areas of high groundwater.~~

The City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan, ~~an element of the Tumwater Comprehensive Plan~~, makes several recommendations for the portion of this subarea along the west side of Interstate 5. ~~This plan~~ The Joint Plan incorporates these Economic Development Plan recommendations. A frontage road is recommended to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. The plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area.

#### ~~3.5.5.21~~ Future Land Uses

~~Future land use designations for the western subarea are shown on Map 3-1013. These land use designations will be implemented as described in Chapter 10 of this plan.~~ Implementation. Complete descriptions of the land use designations are contained in Subsection 3.5.1 of this chapter, Policies, Designations, and Definitions. They should be used in conjunction with Map 3-10-13, Western Subarea 2017 Existing Land Use. The remainder of this subsection is a discussion of each of the land use designations as they are applied within the west side subarea.

#### • **Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)**

~~Several portions of this The only areas in the subarea are designated Residential/Sensitive Resource because development within these areas may affect sensitive environmental resources.~~ are five small, unincorporated "islands" surrounded by the City of Tumwater. These "islands" are located near Sapp Road Southwest and Rural Road Southwest. These areas have received this designation because they meet some or all of the following criteria:

~~Unique open space character~~

~~— Sensitivity to environmental disturbance~~  
~~— Stream corridors, lakes, wetlands~~  
~~— Only for exceptional places~~  
~~— Areas not subject to the protection of the Shoreline Management Act~~  
~~— Areas not already built out~~  
~~— Intensive urban development that would adversely affect resource~~  
~~— Soils and natural systems capable of supporting density with urban services without degradation of sensitive areas~~  
~~— A full range of urban services will be available in the near future based on the Capital Facilities Plan~~  
~~— Densities adequate to ensure sewer provision~~  
~~— Contain environmentally hazardous areas such as high groundwater flooding areas~~

~~— One area that has been designated Residential/Sensitive Resource is generally located south of Trosper Road, north of 66th Avenue (extended), west of the existing city limits, and east of the BPA transmission lines. This area is appropriate for this designation because it includes Fishpond Creek and a relatively large area of associated wetlands.~~

~~— There are several additional areas that are designated Residential/Sensitive Resource. There are three unincorporated "islands" located on Sapp Road. Due to the unique open space and rural character of this area, as well as its environmental sensitivity due to its proximity to Percival Creek, it is appropriate for the Residential/Sensitive Resource designation.~~

~~— The unincorporated "island" on the south side of Linwood Avenue just west of Lakepark Drive also is appropriate for the Residential/Sensitive Resource designation. Much of this "island" contains environmentally sensitive wetlands.~~

~~— A parcel at the northwest corner of the intersection of Trosper and Rural Roads, which is also part of an unincorporated island, is currently occupied by an older mobile-manufactured home park. This parcel is bisected by Percival Creek. It is designated Residential/Sensitive Resource to be consistent with ~~this plan's~~ the Joint Plan's policy direction for lower density, single family land uses in the areas near Percival Creek, which is a sensitive resource of importance to the community. This designation does not allow mobile/manufactured home parks. Its application to this parcel establishes the future land use direction toward lower density land uses in this area along Percival Creek.~~

- ~~— Single Family Residential Low Density (4-7 Dwelling Units Per Acre)~~

~~Several areas within~~Some portions of the western subarea are suitable for the Single Family Residential Low Density designation because of existing development patterns and natural and physical constraints.

The area east of Littlerock Road in the southern part of the subarea is designated Single Family Residential Low Density, as is most of the area ~~west of along the power line easement which runs north-south from Littlerock Road to the substation on Trosper Road. A few areas in the vicinity~~eastern shore of Trosper Road west of Trosper~~Black Lake and in the vicinity of Kirsop Road also~~ are designated Single Family Residential Low Density. All of these. These areas are located over an extremely sensitive aquifer. These areas are characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development in some areas because saturation of the upper soil layer can lead to periodic flooding. ~~Additionally, numerous wetlands are located in these areas.~~

These environmental conditions pose possible ~~environmental~~ constraints to intense development. Much of these areas are currently developed with a rural level of residential development. The Single Family Residential Low Density designation best accomplishes the goals of preserving the existing neighborhoods while providing for development that is sensitive to the inherent limitations of the topography.

~~The area on the north side of 70th Avenue west of the existing city limits is characterized primarily by low, urban density single family development. These are established neighborhoods and should be protected and preserved. In order to protect the residential atmosphere, and promote neighborhood stability and continuity, this area is designated Single Family Residential Low Density.~~

The unincorporated island that includes the Glenwood subdivision and Trosper Lake is developed with low-density single-family housing, as are the two islands north of Linwood Avenue and the island at the southeast corner of the intersection of Rural Road and Linwood Avenue. These neighborhoods should be preserved and protected. The Single Family Residential Low Density designation best accomplishes the goals of preserving the existing neighborhoods and promoting compatibility with surrounding development.

There are several places in the southern subarea where the Single Family Residential Low Density designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~visually separate the different uses.

- **Single Family Residential Medium Density (6-9 Dwelling Units Per Acre)**

~~Two areas along Littlerock Road, from Prime Road to a location just south of~~  
~~The portion of this subarea along the south side of 70th Avenue west of~~  
~~Littlerock Road is characterized by rural residential single family development.~~  
~~These neighborhoods should remain residential in character, continuing to in fill~~  
~~as densities increase over time. In order to maintain the residential atmosphere~~  
~~and provide a variety of affordable housing types, the Single Family Residential~~  
~~Medium Density designation is appropriate for this area.~~

~~The area designated Single Family Residential Medium Density that is west~~  
~~of the Black Hills High School (Public Institutional designation just west of~~  
~~Littlerock Road) is a portion of a large area under one ownership known as the~~  
~~Doelman farm. This property extends from Littlerock Road west to the~~  
~~Burlington Northern railroad corridor, and has received a mix of land use~~  
~~designations. The portion of this property designated Single Family Residential~~  
~~Medium Density should receive a planned unit development overlay zone to~~  
~~ensure its consistency with the overall development of this property. A more~~  
~~detailed discussion of policies for development of this property is contained near~~  
~~the end of the next section, Multi Family Residential Medium Density.~~

~~Several areas along both sides of Littlerock Road south of Tumwater~~  
~~Boulevard also 81<sup>st</sup> Avenue, are designated Single Family Residential Medium~~  
~~Density. These neighborhoods are established with rural residential uses and~~  
~~should be encouraged to infill with similar, compatible types of residential uses~~  
~~in order to provide a mixture of housing types for all income levels in this portion~~  
~~of the subarea. These areas are close to the high school just west of Littlerock~~  
~~Road, and to a node of commercially designated land on the west side of~~  
~~Littlerock Road. Littlerock Road also is anticipated to be a primary transit route~~  
~~in this area. It is important to provide a mixture of housing types close to these~~  
~~needed services. To accomplish this, Single Family and Multi Family~~  
~~Residential Medium Density areas are interspersed along this portion of~~  
~~Littlerock Road.~~

~~A portion of an unincorporated island immediately south of the Tumwater~~  
~~Middle School on Littlerock Road is appropriate for the Single Family~~  
~~Residential Medium Density designation because it is already partially~~  
~~characterized by medium density single family and duplex development.~~

A small unincorporated “island” located north of Linwood Avenue on the east side of Pioneer Street is also designated Single Family Residential Medium Density. This designation is appropriate because the site is already



characterized by medium density single-family development and it is surrounded by land designated for medium density single-family development in the City of Tumwater Land Use Plan Element.

A small area near 52nd Avenue west of Black Lake-Belmore Road is designated Single Family Residential Medium Density. ~~It~~The area contains existing development of this type and it should be allowed to in-fill with similar development. This area also will provide a transition between the ~~multi-family~~multifamily development to the north and the low-density single-family development to the south. Because of ~~this the~~ area's proximity to Black Lake, care should be taken in siting and design of future development. ~~The Shoreline Master Program for the Thurston Region includes guidelines for development in this area.~~

- **Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)**

~~Several areas of~~An area located between Littlerock Road and Prine Road has been designated Multi-Family Residential Medium Density ~~development have been located along Littlerock Road. Two of these areas are.~~ This area is close to the high school just west of Littlerock Road, and to a node of commercially designated land on the west side of Littlerock Road. Littlerock Road is anticipated to be a primary transit route in this area. It is important to provide a mixture of housing types close to these needed services. To accomplish this, Multi-Family Residential Medium Density areas are interspersed with Single Family Residential Medium Density along this portion of Littlerock Road. ~~Both of these areas, located on either side of Littlerock Road, also contain~~This area already contains existing multi-family and mobile home park uses.

~~The Multi Family Residential Medium Density area on the east side of Littlerock Road extends to Prine Road. This designation will help provide affordable housing units close to employment opportunities on the east side of Prine Road along Interstate 5, and in the Mixed Use designated area along Tumwater Boulevard. Where multi-family residential development abuts general commercial, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.~~visually.

~~Additional multi family housing units will be provided close to these employment centers through the designation of a Multi-Family Residential Medium Density area on the west side of the intersection of Tumwater Boulevard and Littlerock Road. This area currently contains a manufactured home park and other residential uses.~~



~~—A small, single-lot island of unincorporated land on the south side of Trospen Road west of Littlerock Road is designated Multi-Family Residential Medium Density. This area is appropriate for this designation because it is surrounded by land designated for multi-family development in the Tumwater Land Use Plan, and is located on a probable major transit route (Trospen Road).~~

~~—Several areas of the west side subarea have been designated Multi-Family Residential Medium Density because of existing development. These areas include property at the intersection of Kirsop Road and 66th Avenue; a parcel on the west side of Fairview Drive; and two areas on the west side of Black Lake-Belmore Road - one north of 52nd Avenue and one several hundred feet south of 52nd Avenue. The existing uses in these areas are established and should be allowed to continue.~~

~~—An area west of Littlerock Road has also been designated Multi-Family Residential Medium Density. This is a portion of a large area under one ownership and known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. These include **Mixed Use**, Multi-Family Residential High and Medium Density, Single-Family Residential Low and Medium Density, Utilities and Public Institutional. In the past, this property has been a part of the Doelman dairy farming operation, and has been used primarily for growing feed and winter cattle storage. Land use designations have been assigned to this property with the purpose of creating a framework for the development of a mixed use "village" which would provide a variety of housing types close to needed services, such as commercial establishments, a high school and a transit route along Littlerock Road.~~

~~—To facilitate the development of the Doelman property according to this stated purpose, it is recommended that the multi-family designated portions of the property be developed as a planned unit development (PUD). It is also recommended that development near the several wetland areas and utility transmission corridors on the property also receive an overlay zone to ensure they are developed under PUD standards. The PUD standards require public hearings for any development that would be proposed for these areas. Clustering and density transfers using a PUD approach should be considered where limitations for development exist. This land, developed as a PUD, could be ideally suited for cluster construction of small lots with large open spaces of undeveloped area to preserve natural features and avoid siting residences close to high-voltage utility transmission lines.~~

- ~~Special attention should be paid during the design review process to maintaining a similar quality and appearance of construction throughout the "village" envisioned for the Doelman property.~~
- ~~Multiple access routes should be provided for automobile, transit, pedestrian and bicycle transportation into the Doelman property from Littlerock Road, 81st, 70th and 66th Avenues, and Kirsop Road to ensure adequate traffic circulation through the "village". Within the village, pedestrian and bicycle routes should be emphasized to encourage their use. Street patterns should provide for numerous circulation routes through the village, and should be designed to discourage automobile travel at speeds that are not compatible with safe pedestrian use. A pedestrian/bicycle trail should be encouraged in the Burlington Northern railroad corridor in the western portion of the property.~~
- ~~All multi-family development in Tumwaterthe subarea should be subject to specific multi-family urban design standardsguidelines, which would assure compatibility of the development with the surrounding neighborhoods. The City of Tumwater Citywide Design Guidelines should be referenced for guidance on design.~~

**Mixed Use Multi-Family Residential High Density (14-29 Dwelling Units Per Acre)**

- ~~One area is designated Multi-Family Residential High Density in the western subarea. That area is south of the high school (Public Institutional designation just west of Littlerock Road), and is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. The portion of this property designated Multi-Family Residential High Density should receive a planned unit development (PUD) overlay zone to ensure its consistency with the overall development of this property and to avoid adverse impacts to wetland areas in this area. A PUD overlay zone would also allow clustering of housing units away from overhead high voltage transmission lines which bisect this area. A more detailed discussion of policies for development of this property is contained near the end of the previous section, Multi-Family Residential Medium Density.~~
- ~~Multi-family development should be subject to specific multi-family urban design standards, which would assure compatibility of the development with the surrounding neighborhoods.~~

**Mixed Use**

**Commented [BM101]:** County Staff Comment: Action: County needs to adopt standards for this zoning designation

**Commented [BM102]:** City Response: Agree.

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The area just south of the intersection of Tumwater Boulevard and Littlerock Road has been designated for mixed—use development. The Mixed Use designation would provide an opportunity to develop and infill this area in a way that provides for affordable housing close to needed services and quality community design. This designation is a continuation of the area to the north, which is designated Mixed Use in the City of Tumwater Land Use Plan Element. It also reaffirms the recommendations of the City of Tumwater Economic Development Plan an Element of the City of Tumwater Comprehensive Plan, for mixed use, office and retail development on the west side of Interstate 5 ~~in the vicinity of~~near Tumwater Boulevard. ~~[A subarea plan was completed for this area by the City of Tumwater in 1997 and updated in both 2006 and 2013 to provide a more detailed plan for this area. The Littlerock Road Subarea Plan should be referenced for development, future land use, and transportation guidance for this area.]~~

~~—The Littlerock Road Subarea Plan should be referenced as a refinement of this plan for this area.]<sup>1,2</sup>~~

~~**[New development in this area should take place with strict land use controls and design standards.]**~~

~~—One other Mixed Use area in the western subarea is on the west side of Littlerock Road south of the Black Hills High School. This area is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor,~~

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<sup>1</sup>-Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

<sup>2</sup>-The Thurston County Board of Commissioners considered amendments in 1998 to apply provisions of the Littlerock SubArea Plan in the joint plan and rezone the area for mixed use. Due to flooding in 1997 from high ground water levels, the Board decided not to adopt any of the changes in 1998. The Board said it would not be appropriate to allow new residential development in an area with extremely high ground water and frequent flooding, to avoid the serious losses of personal property and dangers to health and safety associated with such flooding. The Board may reconsider the proposed changes upon the conclusion of studies and actions to remedy the flooding hazards.

~~and has received a mix of land use designations. This designation is included as part of this mix of land uses in order to provide and/or serve the needs of the surrounding neighborhood and to provide a variety of affordable housing. A more detailed discussion of policies for development of this property is contained near the end of a previous section, Multi Family Residential Medium Density.~~

~~One of the Mixed Use designation properties located south of the high school is not owned by the Doelman family. In 2002, Thurston County designated this entire property as Mixed Use. However, the City of Tumwater designated the western portion of this property as single Family Medium Density and the eastern portion as Mixed Use to more closely match the property located directly to the south. The section line was used as the dividing line between the zones.~~

- **—Neighborhood Commercial**

~~—This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the western subarea, this designation has been applied to two locations. The first is at the intersection of 70th Avenue and Kirsop Road. There are two properties at this location with a Neighborhood Commercial designation; one is at the northeast corner of the intersection and the other property is located directly to the north on Kirsop Road. In 2002, Thurston County designated the majority of the corner property as Single Family Medium Density Residential. The County retained the Neighborhood Commercial designation on one acre of the site located at the northwest corner of the parcel nearest the other of the two properties with In the western subarea, this designation has been applied to one location. It is located on the western side of the intersection of Black Lake-Belmore Road and 49<sup>th</sup> Avenue. There is currently a gas station/convenience store located on one of the two parcels with this designation. Neighborhood Commercial designations. The City of Tumwater retained the designation of Neighborhood Commercial for the entire property (See Map 3-10). This intersection will likely become a focus of activity in the future as residential development continues in the area, raising the need for neighborhood commercial uses in the area. The second area designated neighborhood commercial, on Black Lake-Belmore Road, is partially occupied by a neighborhood commercial use. This use should be allowed to continue and expand to serve surrounding residential development, which is likely to increase in density in the future.~~

~~—Commercial uses in these areas should be buffered from adjacent residential development, using landscaping, walls, or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely impacted by noise, light, or traffic that may be associated with commercial development.~~

- **—General Commercial**

—The only area designated General Commercial is east and south of Prine Road along the west side of Interstate 5. This designation will provide for retail and office development just south of the Interstate 5 and Tumwater Boulevard interchange, as recommended in the City of Tumwater Economic Development Plan, an Element of the City of Tumwater Comprehensive Plan. This designation takes advantage of the resource of the interchange and the freeway frontage provided in this area. Access to this area should be provided via a frontage road proceeding south from Tumwater Boulevard along the west side of Interstate 5 south to 93rd Avenue ~~—~~, possibly including part of Prine Road ~~—~~, as recommended by the City of Tumwater Economic Development Plan.

—The area west of Interstate 5 may have some areas with poor drainage. Special care should be taken during the development review process to ~~adequately~~ mitigate stormwater drainage impacts adequately.

—Care should be taken to ensure that commercial development is compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

- **—Light Industrial**

—The City of Tumwater Economic Development Plan, ~~an element of the Tumwater Comprehensive Plan~~, recommends that a frontage road be constructed to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. It would also provide convenient freeway access to development with frontage on the west side of Interstate 5 along Prine Road. ~~The Economic Development Plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area and providing a connection to the Port of Olympia's New Market Industrial Campus.~~

- **Light Industrial—**

The Light Industrial designation has been applied to the area along the west side of Interstate 5— south of the General Commercial area along Prine Road and the portion of this subarea east of Interstate 5. This designation is appropriate because of the City of Tumwater Economic Development Plan's recommendations for improved access to Interstate 5, the New Market

Industrial Campus, and the Olympia Regional Airport. This area's Interstate 5 frontage and flat topography are advantageous to light industrial development. It is close to the city limits, and can be served by municipal utilities in the near future.

—The area west of Interstate 5 does have some potential constraints to this type of development, including areas with poor drainage and sensitive aquifers. To provide for flexibility of design and detailed site planning, it is recommended that the light industrial area south along the west side of Interstate 5, south of the General Commercial area and north of the pond adjacent to the freeway, be given a zone of Business Park (BP) upon annexation into the City of Tumwater. This zone requires that all development proposals be done through a planned unit development (PUD) process, and limits buildings and structures from occupying more than 50% of the property. It is intended for large (greater than 10 acres) properties such as this, so that the flexibility it provides can be fully utilized.

~~—Another area designated light industrial is located near the BPA transmission station on Trosper Road. This area is currently zoned for industrial use in Thurston County, and contains one existing industrial use on the southern parcel. The area has rail access, which is expected to continue to the north and could be advantageous to industrial development. Automobile and truck access should be provided north to Trosper Road, rather than south to 66th Avenue, to minimize impacts to established residential neighborhoods as trucks travel to and from the freeway system. The railroad tracks help to provide a buffer to the residential uses to the west; however, light industrial uses adjacent to residential areas also should be buffered from adjacent residential development using required setbacks, landscaping, walls or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic or other impacts that may be associated with industrial development.~~

—~~The~~The City of Tumwater Economic Development Plan recommends industrial development for the Black Lake Boulevard area. The Light Industrial designation supports this recommendation in the area north and west of Black Lake Boulevard. This area is adjacent to a Light Industrial designated area within the city limits. It also is appropriate for this area because of its proximity to heavy industrial uses to the south such as the gravel mine operation.

- **—Heavy Industrial**

—The area west of Black Lake Boulevard contains an area that is presently being used for the mining of high quality basalt rock. The City of Tumwater

Conservation ~~Plan~~Element identifies this area as being a mineral resource area classified as MRA-2. This classification is used by the Washington State Department of Natural Resources to identify areas where known mineral resources exist. Mineral extraction in this area should be allowed to continue in this area; thus, the Heavy Industrial designation has been applied to the portion of this area that is in the western subarea. An adjacent area inside the city limits is also designated Heavy Industrial.

—As portions of ~~the~~this mineral resource area are mined, reclamation of the mined areas should take place. Lighter intensity industrial uses such as warehousing and light manufacturing should be encouraged to locate in reclaimed areas. During future updates to this Joint Plan, this area should be reexamined for potential redesignation to Light Industrial to provide for this transition of reclaimed areas.

- **Utilities**

~~There are numerous Bonneville Power Administration (BPA) and Puget Sound Energy transmission line easements crossing this subarea. There is also a large BPA transmission station located on Trosper Road. These facilities have been. The transmission lines branch out in several directions. Two of the large high voltage lines traverse the northern part of the subarea. These corridors should be~~ designated Utilities to reflect their use. The Tumwater Utilities Plan, which, As is adopted by reference in Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for these areas done inside the City, the underlying zoning can stay the same. Future electrical facilities should be developed in accordance with the policies contained in the City of Tumwater Utilities Plan Element.

- **Shoreline Environment**

~~The Shoreline Environment designation has been applied to areas subject to jurisdiction of the Shoreline Management Act along the Black Lake Drainage Ditch, Black River and Trosper Lake to achieve consistency with the Shoreline Master Program for the Thurston Region. The shoreline regulations from this document take precedence when they are more restrictive than local zoning regulations. The Shoreline Master Program for the Thurston Region should be referenced for more specific land use recommendations and regulations for these areas.~~

- **Parks/Open Space**

~~In 2016, City of Tumwater replaced the Shoreline Environment designation with the Parks/Open Space designation in the City of Tumwater's Land Use Element. This change does not affect the application of rules and regulations of the City of Tumwater Shoreline Master Program. Thurston County followed suit in the Joint Plan soon after so the City of Tumwater urban growth area designations would match those within the City of Tumwater.~~

**Commented [BM103]:** County Staff Comment: Same comment as in previous SMP references

**Commented [BM104]:** City Response: Agree.

- **Parks/Open Space**

A large area on the east shore of Black Lake near the intersection of 66<sup>th</sup> Avenue and Fairview Drive has been designated ~~for parks/open space use.~~Parks/Open Space. The southernmost lot is owned by Thurston County has been developed as a County park (Kenneydell Park). ~~The remainder of the area is owned and occupied by a church camp organization.~~ Because of ~~this~~the existing park use, the Parks/Open Space designation is appropriate for this area. The remainder of the area is owned and occupied by a church camp organization.



—Just to the south along Fairview Drive is a single lot that is operated by the State of Washington as a public boat ramp. ~~It~~Therefore, it is, ~~therefore,~~ designated for ~~parks/open space~~Parks/Open Space use.

—The floodplain of Percival Creek is designated Parks/Open Space, consistent with the goals, policies, and ~~objectives~~actions of ~~this plan~~the Joint Plan. The floodplain boundary has been determined using the Flood Insurance Rate maps produced by the Federal Emergency Management Agency. The intent of ~~this plan~~the Joint Plan and its future land use map is to designate as Parks/Open Space those areas within the ~~100-year~~one-percent floodplain. Surveys and other additional information used during implementation of ~~this plan~~the Joint Plan may more precisely locate the ~~100-year~~one-percent floodplain boundary. Areas that are not within the ~~100-year~~one-percent floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

—Because of the dynamic nature of ~~the~~Percival Creek and the environmental benefits it provides, most development is inappropriate in its floodplain. This designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

## 4. LANDS FOR PUBLIC PURPOSES/ESSENTIAL PUBLIC FACILITIES

### 4.1 Background

This chapter ~~of the Joint Plan~~ addresses two elements required ~~by~~but the ~~Washington State~~ Growth Management Act ~~(GMA)~~; Lands for Public Purposes and Essential Public Facilities. The main goal of the Lands for Public Purposes ~~Plan~~Element is to determine the need for public facilities in the City of Tumwater urban growth area for the 20-year planning period. ~~The purpose of the Essential Public Facilities Plan is and~~ to provide a process for identifying and siting public facilities that are necessary, but are typically difficult to site.

~~The City of Tumwater Lands for Public Purposes/~~Essential Public Facilities Plan Element of the City of Tumwater's Comprehensive Plan meets the ~~GMA~~Growth Management Act requirements for the current city limits and the area being addressed by this Joint Plan. ~~That plan~~The Lands for Public Purposes Element, as amended, ~~therefore,~~ is hereby incorporated as the Lands for Public Purposes/~~Essential Public Facilities element of this~~ Element of the Joint Plan by reference. It is also included as Appendix D in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

### 4.2 Summary

The City of Tumwater Lands for Public Purposes/~~Essential Public Facilities Plan Element~~ is divided into ~~two~~four chapters ~~as follows:~~.

Chapter 1 describes federal, state, and city regulations that affect the Element as well as the foundational documents that were used to create the Element.

Chapter 2 is an inventory of capital facilities that already exist in the City of Tumwater.

~~Chapter Chapter 1 addresses how the plan complies with the County Wide Planning Policies, discusses population forecasts and methodology, and addresses lands needed for utility corridors, transportation corridors, landfills, sewage treatment facilities/ sanitary sewer systems, stormwater systems/facilities, water systems/facilities, parks and recreation facilities, fire and police protection, schools, library and city hall services.~~

~~Chapter 2 defines and identifies a~~3 outlines the process for siting and expanding essential public facilities ~~in~~.

Chapter 4 lists the goals, policies, and actions that the City of Tumwater and the Tumwater Urban Growth Areahas created to improve essential public facilities.

DRAFT

## 5. UTILITIES

### 5.1 Background

The Growth Management Act of 1990 required a "...utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunications lines, and gas lines." The City of Tumwater Comprehensive Plan contains a Utilities Element that fulfills this requirement. Staff in cooperation with the affected utilities drafted this Element. It addresses the entire City of Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater Utilities Element, as amended, is hereby incorporated as the Utilities Element of the Joint Plan by reference. It is also included as Appendix E in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

~~The City of Tumwater Comprehensive Plan contains a Utilities element that fulfills this requirement. This plan element was drafted by staff in cooperation with the affected utilities. It addresses the entire Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater Utilities Plan, as amended, therefore, is hereby incorporated as the utilities element of this Joint Plan by reference. It is also included as Appendix E in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.~~

### 5.2 Summary

~~The Tumwater Utilities Plan is divided into five chapters as follows:~~

~~**Chapter 1** concerns the legal and regulatory context under which private utility companies operate. It explains the various agencies that regulate utilities, provides overall policies for siting utilities, and demonstrates compliance with the Growth Management Act Goals and County Wide Planning Policies.~~

~~**Chapter 2** pertains to natural gas facilities, including the sources of gas, transmission, storage and distribution. It also identifies existing and proposed natural gas facilities and concludes that Puget Sound Energy is adequately serving its existing customer base and will continue to do so over the twenty year planning period.~~

~~Chapter 3 deals with electricity, including generation, bulk transmission, and transmission systems. Proposed transmission improvements and distribution facility improvements are discussed in this chapter.~~

~~Chapter 4 regards phone service in Tumwater and is necessarily brief because phone companies consider much of their system information to be proprietary for competitive reasons.~~

~~Chapter 5 concerns cable television service in Tumwater. Currently, all of Tumwater is served by cable, primarily through Comcast Cable. Because the main trunk cable is located on Capitol Boulevard and has a functional capacity of 14-16 miles, all of Tumwater and its urban growth area over the next twenty years will be adequately served.~~

## **5.2 Summary**

The City of Tumwater Utilities Element is divided into eight chapters.

Chapter 1 describes federal, state, and city regulations that affect the Element as well as the foundational documents that were used to create the Element.

Chapters 2 to 5 are inventories of natural gas, electricity, utility pipelines, and telecommunication facilities and providers with system analyses describing pricing and usage trends for the City of Tumwater.

Chapter 6 provides employment, population, and housing forecasts and policies to meet future demand.

Chapter 7 discusses the potential impacts of climate change upon utility provision and usage.

Chapter 8 lists the goals, policies, and actions that the City of Tumwater has created to improve the efficiency of utility provision.

## 6. HOUSING

### 6.1 ~~Background~~Introduction

The Growth Management Act RCW 36.70A, requires a housing plan that makes available adequate affordable housing for all economic segments of the City of Tumwater. The City of Tumwater Comprehensive Plan contains a ~~housing element~~Housing Element that fulfills this requirement. ~~It was in many ways a difficult e~~Element of the Comprehensive Plan to write because many facets of the ~~GMA~~Growth Management Act, such as critical areas protection, impact fees, and concurrency requirements, do not tend to make housing more affordable. In addition, there ~~are~~is a limited amount of avenues available to a municipality to influence the price of housing. The City of Tumwater Housing Plan~~Element~~ examines all known methods available to a local government to reduce the price of housing. The ~~plan~~Housing Element also recognizes that the provision of housing is primarily provided by the private sector; therefore, market forces mainly influence housing prices~~are mainly influenced by market forces~~.

The City of Tumwater Housing Plan~~Element~~ addresses the entire City of Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater Housing Plan~~Element~~, as amended, ~~therefore,~~is hereby incorporated as the ~~housing element~~Housing Element of ~~this~~the Joint Plan by reference. It is also included as Appendix F in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

### 6.2 Summary

The City of Tumwater Housing Plan~~Element~~ is divided into nine chapters, ~~each analyzing different facets of the issue of housing affordability. The following is a brief synopsis of each chapter:~~

~~Chapter 1 is an introduction to the Housing Plan. It demonstrates compliance with both the GMA goalsdescribes federal, state, and the County Wide Planning Policy goals. All relevant goals of bothcity regulations that affect the Element. foundational documents are met by this Housing Plan. In addition, this chapter identifies a that were used to create the Element, the definition forof affordable housing used in the document, goals, and the review and amendment process for the Element.~~

~~Chapters 2 identifiesand 3 outline the existing housing distribution and investment profile in the City of Tumwateras of 2000. There are 5,953 dwelling units within the Tumwater city limits, and 3,089 in the Urban Growth Area.~~

~~Chapter 3 of the Tumwater Housing Plan concerns the existing housing investment profile. This chapter provides a summary of federal, state, and local housing financing programs.~~

~~Chapter 4 addresses the assesses affordable housing needs of low and moderate income people. Private, homelessness issues, and the private and public entities that provide subsidized housing is discussed, and definitions of low and moderate income are provided. Service agencies that provide assistance to low and moderate income clients are discussed.~~

~~Chapter 5 lists the housing goals, policies, and objectives actions that define the goals City of the entire Housing Plan. Tumwater has created to support and identifies specific policies and objectives to meet those goals improve the existing housing stock as well as the generation of new housing.~~

~~Chapter 6 regards the is a regulatory barrier assessment. Put simply, this chapter is a critical look at our own policies, practices, and procedures that adversely impact the cost of housing. Specific recommendations for improvements are made the provision of affordable housing.~~

~~Chapter 7 deals with examines citywide housing needs including the needs of middle and upper income people in Tumwater class housing.~~

~~Chapter 8 identifies sufficient land for a variety of housing in the City of Tumwater, in conjunction with the Land Use Plan, and in the Tumwater urban growth area. This chapter recognizes that providing sufficient, buildable land types over the next 20 years and analyzes current vacancy rates for housing is one of the most important determinants of housing affordability within our control.~~

~~Chapter 9 is basically a summary provides several solutions to meet housing needs for both the current and future population of the City of Tumwater Housing Plan. It also includes a section on the impact of real wages and real housing prices in Thurston County and their impact on housing affordability.~~



## 7. PARKS, RECREATION, AND OPEN SPACE

### 7.1 Background

~~A park and recreation element~~The Parks, Recreation, and Open Space Element is an optional component of ~~a comprehensive plan~~the City of Tumwater Comprehensive Plan prepared under the provisions of the Growth Management Act ~~(GMA)~~ of 1990. The current City of Tumwater Comprehensive Plan contains a ~~parks and recreation element~~Parks, Recreation, and Open Space Element that was adopted in 1998 and amended in 2004, 2008, and 2016. ~~It that~~ fulfills the requirements of GMA Growth Management Act, and all elements required by the Washington State Interagency Committee for Outdoor Recreation ~~(IAC)~~.

The ~~current City of Tumwater Comprehensive Plan~~ also contains a ~~separate open space element and non-motorized trails element~~.

~~This Park, Recreation, & Open Space (PROS) Parks, Recreation, and Open Space Plan-of 2007~~ contains goals and policies that will preserve, acquire, develop, operate, and maintain a coordinated series of ~~PROS plan elements~~components that consolidates and includes parks, recreation, open space, and non-motorized trails within the document. The PROSParks, Recreation, and Open Space Plan-of 2007 will:

- ~~e~~Conserve environmental and historical features;
- ~~d~~Develop resource oriented parks for waterfront access, boating, and camping;
- ~~d~~Develop a trail system including multipurpose, on and off-road hike and bike trails;
- ~~d~~Develop a coordinated system of park and school recreational courts and fields;
- ~~s~~Support use of a coordinated system of public and non-profit community centers and services;
- ~~e~~Operate a coordinated recreational program of services between the ~~e~~City and other public, non-profit, and private providers and user groups; and
- ~~p~~Provide adequate administration and maintenance facilities.

This updated PROSParks, Recreation, and Open Space Plan-of 2007 also proposes specific site improvements to existing and potential parks including the proposed acquisition and restoration of the Old Tumwater Brewery across from Historical

Park; and the eventual replacement of Old Town Center with the development of a multipurpose community and recreational center including an aquatic pool, among others.

This updated ~~PROS~~Parks, Recreation, and Open Space Plan ~~of 2007~~ coordinates the existing and proposed resources of the City of Tumwater, Washington State Department of Fish ~~&and~~ Wildlife and General Administration, Thurston County, Tumwater School District, Boys ~~&and~~ Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Center, and numerous other public, non-profit, and private facility providers and user groups.

~~The PROS~~The Parks, Recreation, and Open Space Plan outlines policies for coordinating public, non-profit, and private lands and facilities, as well as recreational program services to increase public access but avoid duplication or dilution of program resources.

This updated ~~PROS~~Parks, Recreation, and Open Space Plan ~~of 2007~~ addresses the entire City of Tumwater Urban Growth Area (UGA)-urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater ~~PROS~~Parks, Recreation, and Open Space Plan ~~of 2007, therefore,~~ is hereby incorporated as the ~~parks, recreation, open space~~Parks, Recreation, and non-motorized trails elementOpen Space Element of ~~this~~the Joint Plan by reference. It is also included as Appendix G in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

## 7.2 — Summary

~~Following is a summary of the key recommendations contained in the City of Tumwater PROS Plan of 2007. Each recommendation contains a reference to the PROS Plan page that addresses that issue.~~

### Goals and Objectives and Program Elements

~~1. — Defines the strategic roles and responsibilities the City of Tumwater will have in planning, owning and developing, maintaining, and operating environments, trails, resource parks, athletic parks, community centers, special facilities, and recreational programs in relation to other participants including Thurston County, Tumwater School District, Washington State Departments of Fish & Wildlife and General Administration, Port of Olympia, Boys & Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Club, and other public, non-profit, and private providers and user groups (page 4).~~

~~2. Establishes a recreational programming model with which to determine how the various public, non-profit, and private providers and user groups will be coordinated by the City of Tumwater Parks & Recreation Department (page 14).~~

~~3. Illustrates a program formula model the city may use to determine which programs the city provides versus other public, non-profit, and private providers, and how to determine an equitable pricing model including full subsidy, merit pricing, and full cost recovery (page 16).~~

~~4. Defines the site or facility location and cost recovery goal the city will use to deliver interpretive activities, outdoor recreational activities, athletic events, special events, community center activities, and volunteer opportunities (page 17-18).~~

#### ~~Plan Elements~~

~~5. Conservancies for natural resource areas will conserve, including through possible acquisitions, the extensive wetlands, riparian corridors, and floodplains within the Tumwater UGA (page 21).~~

~~6. Conservancies for historical areas will recognize, and in some instances actively conserve, important historical, cultural, and architectural landmarks within the Tumwater UGA (page 24).~~

~~7. Resource parks waterfront access will acquire more waterfront access sites onto wetland bodies, Black Lake, and the Deschutes River (page 28).~~

~~8. Hand carry launch sites will develop more hand carry craft launching sites onto Black Lake, Trooper Lake, Henderson Pond, and the Deschutes River (page 32).~~

~~9. Picnic tables will develop picnicking activities on resource parks, playgrounds, and other park areas to provide service within 0.5 miles of neighborhood residential areas of the UGA (page 37).~~

~~10. Picnic shelters will develop group picnic activity areas with shelters on major community park sites to provide service within 3.0 miles of neighborhood residential areas of the UGA (page 40).~~

~~11. Multipurpose trails will develop a system of hike and bike trails through the UGA linking environmental areas, parks, and community facilities with the BPA Powerline, Airport Loop, Capitol Way, Deschutes River, BNSF, Gate to Belmore, and Willams Gas Trails (page 45).~~

~~12. Streetscape and gateways will develop streetscape and gateway amenities on major UGA arterials and parkways including Deschutes Way, Israel Road, Tumwater Boulevard, 93rd Avenue, Littlerock Road, Capitol Boulevard, Henderson Boulevard, and Yelm Highway, among others (page 50).~~

~~13. Artworks will install artworks and other cultural improvements at major community parks and landmark sites including Historical Park, Old Brewery, Tumwater Falls Park, Pioneer Park, Gateway Park, Town Center, and the Commons, among others (page 52).~~

## 8. TRANSPORTATION

### 8.1 Summary

- ~~14. On road bicycle routes will develop on road bike route designations, shoulders, and lanes to create an area wide network on major UGA arterials and collectors including Littlerock Road, Capitol Boulevard, Israel Road, Tumwater Boulevard, 93rd Avenue, Littlerock Road, Capitol Boulevard, Henderson Boulevard, and Yelm Highway, among others (page 54).~~
- ~~15. On and Off leash Dog Park will acquire and develop an off leash dog park on Henderson Boulevard across from Pioneer Park (page 57).~~
- ~~16. Playgrounds will develop uncovered playgrounds at resource, athletic, and other park and school sites to provide playgrounds within 0.5 miles of neighborhood residential areas within the UGA (page 60).~~
- ~~17. Skateboard courts, climbing walls, and BMX tracks will develop a major indoor climbing wall facility in the new community center (page 64).~~
- ~~18. Basketball courts will develop outdoor full and half basketball courts along with playgrounds and picnic facilities at parks and schools within 0.5 miles of neighborhood residential areas within the UGA (page 66).~~
- ~~19. Sand volleyball courts will develop outdoor sand volleyball courts along with group picnic facilities at community parks within 3.0 miles of residential areas within the UGA (page 69).~~
- ~~20. Soccer fields will develop youth soccer fields in parks and schools within 0.5 miles of neighborhood residential areas within the UGA (page 72).~~
- ~~21. Baseball fields will develop youth and adult competition fields in parks and schools within 3.0 miles of residential areas within the UGA (page 75).~~
- ~~22. Swimming pools will develop indoor aquatic facilities in the Tumwater community center of a design similar to that recent regional facility proposal (page 80).~~

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- ~~23. —Gymnasiums— will develop indoor gymnasiums in future elementary and middle schools and in the new Tumwater community center within 0.5 and 3.0 miles of residential areas within the UGA (page 84).~~
- ~~24. —Physical conditioning facilities— will develop major indoor conditioning facilities in the new Tumwater community center (page 85).~~
- ~~25. —Classroom, meeting, and small training rooms— will develop a complex of multipurpose, flexibly sized meeting rooms in the new Tumwater community center (page 88).~~
- ~~26. —Before/after school programs, teen, and senior centers— will develop additional facilities and programs in the new Tumwater community center (page 90).~~
- ~~27. —Special use facilities— will acquire, restore, and program special events and activities including environmental and historical interpretive exhibits in the Old Tumwater Brewery and link the site to Historical Park and Tumwater Falls Park (page 93-94).~~
- ~~28. —Special facilities— will develop a Farmers' Market in the old fire station on Israel Road, a formal Commons park at the site of the Public Works Yard, and possibly acquire the school district's wooded site and the Brighton Grange to implement the Town Center concept (page 95).~~
- ~~29. —Nature interpretive exhibits— will install signage, exhibits, and centers to display and educate park and trail users of the unique environmental, historical, cultural, and architectural heritage of Tumwater (page 96).~~
- ~~30. —Restrooms— will develop permanent restroom facilities in Town Center, Barnes Lake, Henderson Pond, Guerin County Park, and the Old Tumwater Brewery to support park and trail users (page 100).~~

**Implementation Tasks**

To support implementation requirements, the PROS Plan of 2007 will accomplish the following tasks (pages 123-130):

- ~~1. Adopt the plan.~~  
~~Create TumwaterParks.com.~~
- ~~2. Revise user fee schedules.~~

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- ~~3. Recruit program vendors.~~
- ~~3. Allocate capital facility funds.~~
- ~~3. Increase GMA park user fees.~~
- ~~3. Institute city-wide park capital facility and O/M levy.~~
- ~~3. Acquire resource/historical park conservancies.~~
- ~~3. Acquire/develop resource parks.~~
- ~~3. Acquire/develop trail systems.~~
- ~~3. Conserve/designate streetscape, parkways, and gateways.~~
- ~~3. Acquire/lease sport sites.~~
- ~~3. Lease and develop community center facilities.~~
- ~~3. Conduct progress assessments.~~

## **8.0 — TRANSPORTATION**

### **8.1 — Summary**

The City of Tumwater 2025~~36~~ Transportation Plan identifies the 20-year projected transportation needs in the City of Tumwater and its urban growth area ~~(UGA)~~. The ~~plan~~Transportation Plan provides for an overall balanced transportation system including major roadway improvements as well as better transit and non-motorized alternatives.

Federal and state planning regulations require a coordinated planning program for regional transportation systems and facilities throughout the state. Regional transportation plans are required and have been developed by the Thurston Regional Planning Council. A City of Tumwater Transportation Plan is also required, which must be coordinated with and be consistent with the regional plan.

The City of Tumwater Transportation Plan is consistent with the regional transportation plan. It presents a future, comprehensive transportation system for the City of Tumwater and its UGAurban growth area that implements and is consistent with the other ~~e~~Elements of thisthe Joint Plan. The City of Tumwater Transportation Plan,~~therefore,~~ is hereby incorporated as the Transportation Plan Element of ~~this the~~ Joint Plan by reference.

#### **Notes:**

- ~~1) The Thurston County Planning Commission requested Map 8-1 that identifies the connections between bicycle routes described in the Transportation Plan and multipurpose trails set forth in the City's Park, Recreation and Open Space Plan.~~
- ~~2) The Tumwater Planning Commission requested that the County's planned improvement to the Deschutes River bridge on Henderson Boulevard be referenced herein. According to the County's adopted six year Transportation Improvement Plan, the bridge is planned for rehabilitation. This includes widening for shoulders.~~



## **9.0 PUBLIC FACILITIES AND SERVICES**

### **9.1 Introduction**

This chapter ~~of the Joint Plan~~ identifies the 20-year projected needs for public facilities and services in the City of Tumwater urban growth area. The ~~Washington State~~ Growth Management Act ~~(GMA)~~ identifies cities as the preferred provider of public services within urban growth boundaries; therefore, the City of Tumwater should be the long-term public service provider within the urban growth area.

Currently, most of the City of Tumwater urban growth area receives rural levels of public services from a variety of service providers. Existing public facilities and services are described in Chapter 2, Description of this plan ~~Joint Planning Areas~~, and are listed in more detail in the Capital Facilities Plans ~~(CFPs)~~ for ~~Thurston County and~~ the City of Tumwater ~~and Thurston County~~. As ~~the~~ this area transitions ~~makes the transition~~ from a rural to urban level of development, public facilities and services also should shift to urban levels. Many of these urban services will ultimately be provided by the City of Tumwater.

The ~~GMA~~ Growth Management Act requires that a Capital Facilities Plan be prepared as an ~~e~~ Element of each affected local government's comprehensive plan. Both ~~Thurston County and~~ the City of Tumwater ~~and Thurston County~~ have adopted a ~~CFP~~ Capital Facilities Plan as part of their ~~comprehensive plans~~ Comprehensive Plans. These ~~CFPs~~ Capital Facilities Plans are updated by each jurisdiction. These two jurisdictions coordinate the development of their respective ~~CFPs~~ Capital Facilities Plans in order to ensure that the appropriate level of public facilities and services for ~~with which~~ they are responsible is provided.

This chapter includes goals and policies for the provision of public facilities and services in the City of Tumwater urban growth area. This chapter ~~of the Joint Plan~~ is ~~not~~ the ~~CFP element~~ Capital Facilities Plan Element of either ~~Thurston County's or~~ the City of ~~Tumwater's~~ Tumwater or Thurston County's Comprehensive Plan. Both jurisdictions have adopted a ~~CFP~~ Capital Facilities Plan as a separate ~~e~~ Element of their ~~comprehensive plans~~ Comprehensive Plans. The goals and policies of this chapter supplement the ~~County's and City's CFP~~ City of Tumwater or Thurston County's Capital Facilities Plan goals and policies.

### **9.2 Goals and Policies**

#### **GOAL #1—**

Public involvement should be provided in all phases of public facilities planning.

Policies:

1. ~~1.~~ Encourage active citizen participation throughout the process of developing and adopting a Capital Facilities Plan.
2. ~~2.~~ Seek active public involvement during future updates of ~~this the~~ Joint Plan and other plans, which address the provision of public facilities and services.

**GOAL #2**

Public service plans should be prepared and facilities constructed to support planned growth.

Policies:

1. ~~1.~~ Correctly time and size public utility services to provide adequate growth capacity and to avoid expensive remedial action.
2. ~~2.~~ Public utility and service plans, including the ~~Thurston County and~~ City of Tumwater ~~and Thurston County~~ Capital Facilities Plans, should be consistent with the Joint Plan.
3. ~~3.~~ Where the Joint Plan designates urban levels of land uses and subsequently adopted long-range plans for public utilities show that urban levels of utilities are not feasible, the Joint Plan and zoning designations should be reviewed.
4. ~~4.~~ Extension of services and construction of public capital facilities should be provided at levels consistent with development intensity identified in the Joint Plan.
5. ~~5.~~ Public utility services within ~~City of Tumwater urban~~ growth areas should be phased outward from the urbanizing core as that core becomes substantially developed, in order to concentrate urban growth and infilling.
6. ~~6.~~ ~~Thurston County and the~~ The City of Tumwater ~~and Thurston County~~ will coordinate their ~~capital facilities plans~~ Capital Facilities Plans for the ~~City of Tumwater~~ urban growth area.
7. ~~7.~~ Mechanisms and procedures should be established and maintained to ensure that new school facilities are coordinated with

growth and their impacts on roads and neighboring uses are considered. All development proposals should consider enrollment impacts on schools.

8. ~~8.~~ Coordinate future economic activity with planning for public facilities and services.
9. ~~9.~~ Satellite water and sewage disposal systems should be integrated into the water and sewer plans of the City of Tumwater and Thurston County to maximize water source development~~al~~ and to ease the transition~~s~~ to the municipal utility systems.

**GOAL #3**

When designing and locating public facilities, procedures should be followed to mitigate adverse impacts on the environment and other public facilities.

Policies:

1. ~~1.~~ Impacts on water resources, drainage systems, natural habitat, geologically hazardous areas, other sensitive areas, and transportation systems by proposed public facilities improvements should be considered and adverse impacts avoided or mitigated.
2. ~~2.~~ Public facilities should be sited with the least disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands, and other environmentally sensitive areas.
3. ~~3.~~ Promote efficient and joint use of facilities with neighboring governments and private citizens through such measures as interlocal agreements and negotiated use of privately and publicly owned lands or facilities (such as open space, stormwater facilities, or government buildings).
4. ~~4.~~ Explore regional funding strategies for capital facilities to support ~~comprehensive plans~~ Comprehensive Plans developed under the Growth Management Act.
5. ~~5.~~ Agreements should be developed between the City of Tumwater and Thurston County ~~and City~~ addressing the planning and financing of capital facilities in the ~~Urban Growth Area~~ City of Tumwater urban growth area as annexations occur.

6. ~~6.~~ The City of Tumwater and Thurston County ~~and City~~ should coordinate utilities review during land-use project permit review.

**GOAL #4**

Public facilities and services should be provided consistent with adopted growth management ~~comprehensive plans~~ Comprehensive Plans, public facility and service plans, interlocal agreements and other adopted policies.

Policies:

1. ~~1.~~ Provide public utilities and services consistent with adopted County-Wide Planning Policies.
2. ~~2.~~ Allow municipal sewer and water service to be extended, consistent with the ~~City's~~ City of Tumwater's annexation policies, to serve development within the urban growth boundary.
3. ~~3.~~ ~~County~~ The City of Tumwater and ~~City capital facilities plans~~ Thurston County's Capital Facilities Plans should be coordinated and should be updated. They should be consistent with other ~~e~~ Elements of adopted ~~comprehensive plans~~ Comprehensive Plans to ensure that appropriate new facilities are provided as development occurs.

**GOAL #5**

All factors and impacts should be considered in determining appropriate methods for providing needed public facilities and services.

Policies:

1. ~~1.~~ ~~Waste water~~ Wastewater disposal methods should be determined by considering all factors, such as environmental impacts, long-term effects, technical feasibility, cost effectiveness, and especially the maintenance and improvement of water quality.
2. ~~2.~~ Alternate modes of sewage treatment and disposal should be encouraged where feasible, where water quality can be protected and where appropriate operation and maintenance are provided.
3. ~~3.~~ ~~The~~ Thurston County should monitor the functioning of on-site sewage systems and require that they be maintained in a

condition that will assure their longevity, protect public health, and prevent contamination of surface and ~~ground water~~ groundwater.

4. ~~4.~~ Drinking water service inside the City of Tumwater urban growth areas should be provided by ~~either the City of Tumwater or~~ private utility systems ~~which that~~ are the designated service providers through coordinated water system planning.
5. ~~5.~~ The City of Tumwater and Thurston County ~~and City~~ should coordinate with other jurisdictions that share stormwater drainage basins to provide stormwater facilities and related management programs to protect surface and ~~ground water~~ groundwater quality and habitat, prevent chronic flooding from stormwater, maintain natural stream hydrology and protect aquatic resources.

### **9.3 Projected Needs for Public Facilities and Services**

Projections for additional public facilities and services that are needed to serve the City of Tumwater urban growth area over the 20-year period are located in both the City of Tumwater and Thurston County Capital Facilities Plans (CFP) ~~Facilities Plan~~.

#### **9.3.1 General Governmental**

~~—~~ The General Governmental category of facilities and services includes parks and recreation, police, fire, public buildings, and public schools. Parks and recreation facilities needed to serve the City of Tumwater urban growth area over the 20-year planning period are shown in the City of Tumwater Parks and Recreation Plan, and Open Space Element, which is summarized in Chapter 7 ~~of this Joint Plan, Parks, Recreation, and Open Space~~. Facility needs for police, fire, and public buildings and schools are described in the City of Tumwater Lands for Public Purposes ~~Essential Public Facilities Plan Element~~, which is summarized in Chapter 4 ~~of this Joint Plan, Lands for Public Purposes~~.

#### **9.3.2 Potable Water**

~~—~~ Drinking water related projects are described in detail in the City of Tumwater Comprehensive Water System Plan. The Water Comprehensive System Plan may undergo periodic updates in the future.

#### **9.3.3 Sanitary Sewer**

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**PUBLIC FACILITIES AND SERVICES**

—Sewer related projects are described in more detail in the City of Tumwater Comprehensive Sanitary Sewer Comprehensive Plan. The Comprehensive Sanitary Sewer Comprehensive Plan may undergo periodic updates in the future.

**9.3.4 Stormwater**

—Development occurring in the City of Tumwater urban growth area must meet the standards and requirements contained in the Drainage Design and Erosion Control Manual for the Thurston Region. Additional facilities projected to be needed to serve parts of the City of Tumwater urban growth area may be contained in the City of Tumwater Comprehensive Stormwater Implementation Program Plan and the Percival Creek Comprehensive Drainage Basin Plan, which was developed jointly by the Cities of Tumwater and Olympia and Thurston County. The Comprehensive Stormwater Implementation Program Plan may undergo periodic updates in the future. In accordance with State law, Low Impact Development standards were integrated into the Drainage Design and Erosion Control Manual for the Thurston Region in 2016.

**Commented [BM105]:** County Staff Comment: No

**Commented [BM106]:** City Response: How should the updated language read?

**Commented [BM107]:** County Staff Comment: All of this needs to be updated

**Commented [BM108]:** City Response: How should the updated language read?

**9.3.5 Transportation**

—Projected needs for roads and other transportation facilities and services are described in Chapter 8 of this plan, Transportation.

## 10.9 IMPLEMENTATION

Successful implementation of the concepts, goals, and policies of ~~this plan~~the Joint Plan may require changes in regulations, procedures, programs, capital investments, and other activities on the part of Thurston County and/or the City of Tumwater. This chapter lists actions needed by these two jurisdictions, ~~that~~which may be changes from existing practice, to achieve the stated goals and policies of ~~this plan~~the Joint Plan. Each implementation action is briefly described with reference to the corresponding policy or recommendation in the Joint Plan ~~which~~that it addresses. For each action, the jurisdiction primarily responsible for its implementation is identified. Where both jurisdictions are identified, the action should be a cooperative effort.

	Thurston	City of
<u>Implementation Action</u>	<u>County</u>	<u>Tumwater</u>
1. Develop future City zoning designations, to be applied upon annexation, for the entire urban growth area. (Section 3.2, Policy 2.4.1 & 2.4.2)		X
2. Modify existing County zoning and land use regulations, as necessary:		
• Apply the County zoning designation that is consistent with the Joint Plan future land use designation, <del>or</del> adopt the City zoning designations consistent with the Joint Plan as applied under #1 above as part of the County zoning map and code. (Section 3.2, Policy 2.2.2)	X	
• In areas designated single family residential in the Joint Plan, ensure the implementing zoning designation requires that development be configured so these areas may eventually infill and develop at the future urban density identified in the Joint Plan. (Section 3.2, Policy 2.2.4)	X	
<u>Implementation Action</u>	<u>Thurston</u>	<u>City of</u>
<u>County</u>	<u>Tumwater</u>	

**Commented [BM109]:** County Staff Comment: For some of these actions, it seems like the indication is that the county still needs to take action. It's unclear here what is meant by the "X" marks and the Completed/Ongoing.

It seems to me that only actions that still need to be implemented should be in this chapter/table. Actions that are complete should be removed. New actions that still need to be implemented that are called out elsewhere in the Joint Plan should be included here.

**Commented [BM110]:** City Response: See staff comments on new table below.

• In areas in the former long term urban growth area (established by the 1988 Urban Growth Management Agreement) that have been excluded from the Joint Plan long term urban growth area, apply an appropriate rural zoning designation concurrent with or following adoption of this plan. (Section 2.2)	X	
3. Review and modify, as necessary, existing plans to ensure consistency with the Joint Plan. (Section 3.2, Goal 1)	X	X
4. Amend development regulations as necessary to implement Joint Plan policies and recommendations. (Section 3.2, Policy 1.5.1)	X	X
• Revise development regulations to encourage the use of innovative housing and land use techniques, such as cluster housing, density bonuses, transfer of development rights, planned unit developments, etc. (Section 3.2, Policy 2.3; Section 3.5.2)	X	X
• Negotiate and adopt an intergovernmental agreement to apply specific City development standards within the urban growth area prior to annexation. (Section 3.2, Policy 1.5.2) Consider inclusion of City tree preservation and commercial landscaping ordinances as part of these standards. (Section 3.2, Policies 8.5 & 10.6.1)	X	X
• Ensure that manufactured homes are allowed in all single family residential zones and in mobile home parks. (Section 3.2, Policy 4.3; Chapter 6)		X
	Thurston	City of
<u>Implementation Action</u>	<u>County</u>	<u>Tumwater</u>
5. Ensure that subdivision regulations require specific amount of land is set aside as open space in a configuration that is useable for	X	X



specific desired purposes (e.g., recreation).  
 (Section 3.2, Policy 7.3.1)

6. Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan.  
 (Chapters 8 & 9; Section 3.2, Policy 3.1)

7. If necessary, modify land use regulatory review, permitting and approval systems to ensure predictability, and to allow for the processing of development permits in a timely and fair manner.  
 (Section 3.2, Policy 2.6)

8. Consider adoption or amendment of ordinances and regulations as necessary to implement a wellhead protection program that is currently being developed.  
 (Section 3.2, Policies 6.4 & 6.5)

9. Determine appropriate methods for stormwater management in advance of development in areas where existing soils may make drainage difficult, particularly in the area south of 70th Avenue and west of Interstate 5. (Section 3.5.4.1)

10. Complete a geologic/critical area study and mapping program. (Section 3.2, Policies 7.2.1, 8.1.1 and 8.3.1)

	Thurston	City of
<u>Implementation Action</u>	<u>County</u>	<u>Tumwater</u>

11. Coordinate critical areas regulations to make them as consistent as possible between jurisdictions as they are applied within the urban growth area and to all portions of natural features that form the urban growth boundary (e.g., Deschutes River, Black Lake).  
 (Section 3.2, Policy 6.9)

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**IMPLEMENTATION**

12. Review and update Joint Plan as necessary to ensure its consistency and to reflect changing conditions. (Section 3.1.3; Section 3.2, Policy 2.2.2) Continue public involvement in the planning process so that decisions are reflective of general community goals and sensitive to the special interests of affected parties.

<u>Implementation Action</u>	<u>City of Tumwater</u>	<u>Thurston County</u>
1. <u>Amend County Code to include regulations related to the Airport Overlay</u>		<u>X</u>
2. <u>Adopt the City of Tumwater's Shoreline designations and policies for the Urban Growth Area</u>		<u>X</u>
3. <u>Adopt guidance for location of manufactured home parks</u>		<u>X</u>
4. <u>Adopt or reference the City of Tumwater Design Guidelines, where appropriate</u>		<u>X</u>
5. <u>Adopt or reference the City of Tumwater's updated Endangered Species Act Floodplain ordinance</u>		<u>X</u>
6. <u>Review and modify, as necessary, existing plans to ensure consistency with the Joint Plan. (Section 3.2, Goal 1)</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
7. <u>Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan. (Chapters 8 and 9; Section 3.2, Policy 3.1)</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

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**Commented [BM111]:** City Comment: The table at the end of Chapter 10 has been adjusted to include four of the five new implementation items suggested in the comment bubble. The one about mixed use designation was not included because the Joint Plan already has a Mixed Use designation and the County code has a mixed use chapter for the Tumwater UGA (TC22.20). Please provide clarification if this was misinterpreted.

**Commented [BM112]:** Add an action in the Joint Plan recommending that the County adopt the City's SMP designations and regulations for the UGA when we adopt our SMP.

**Commented [BM113]:** City Comment: Adopting or referencing the City's ESA floodplain ordinance was added as an additional implementation item.

**Commented [BM114]:** City Comment: The "X" symbolized who was responsible for the item and the words "ongoing" or "completed" are a description of the status of the item. There was a question about this in the comments. One option could be to add a brief explanation to the document mentioning what the "X" and the words are meant to convey. This has been added to the bottom of the table.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
CHAPTER 10**

**IMPLEMENTATION**

<u>Implementation Action</u>	<u>City of Tumwater</u>	<u>Thurston County</u>
<u>8. Coordinate critical areas regulations to make them as consistent as possible between jurisdictions as they are applied within the City of Tumwater urban growth area and to all portions of natural features that form the urban growth boundary, such as the Deschutes River, Black Lake, or the Salmon Creek Basin). (Section 3.2, Policy 6.9)</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>9. Review and update the Joint Plan as necessary to ensure its consistency and to reflect changing conditions. (Subsection 3.1.3; Section 3.2, Policy 2.2.2) Continue public involvement in the planning process so that decisions are reflective of general community goals and sensitive to the special interests of affected parties.</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>10. The Utilities designation should be applied to the power line substations and transmission corridors and natural gas and fuel transmission pipeline corridors-. This designation is needed to protect life and property, prevent incompatible development, and help to notify nearby property owners of its existence.</u>	<u>X</u> <u>Completed</u>	<u>X</u>
<u>11. Adopt standards for this the Mixed Use zoning designation.</u>	<u>X</u> <u>Completed</u>	<u>X</u>
<u>12. Replace the “Shoreline Environment” land use designation with the “Parks/Open Space” land use designation. In 2016, City of Tumwater replaced the Shoreline Environment designation with the Parks/Open Space designation in the City of Tumwater’s Land Use Element. This change does not affect the application of rules and regulations of the City of Tumwater Shoreline Master Program.</u>	<u>X</u> <u>Completed</u>	<u>X</u>

**Commented [BM111]:** City Comment: The table at the end of Chapter 10 has been adjusted to include four of the five new implementation items suggested in the comment bubble. The one about mixed use designation was not included because the Joint Plan already has a Mixed Use designation and the County code has a mixed use chapter for the Tumwater UGA (TC22.20). Please provide clarification if this was misinterpreted.

**Commented [BM115]:** City Comment: Staff suggests that we delete Appendix B and replace it with a new implementation item to adjust the current UGA boundaries.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 10**

**IMPLEMENTATION**

<u>Implementation Action</u>	<u>City of Tumwater</u>	<u>Thurston County</u>
13. <u>Review and update urban growth area boundaries.</u>	<u>X</u>	<u>X</u>
<u>COMPLETED ACTION ITEMS</u>		
14. <u>Develop future City of Tumwater zoning designations to be applied upon annexation for the entire City of Tumwater urban growth area. (Section 3.2, Policy 2.4.1 and 2.4.2)</u>	<u>X</u> <u>Completed</u>	
15. <u>Modify existing County Zoning and land use regulations, as necessary:</u>		<u>X</u> <u>Completed</u>
<ul style="list-style-type: none"> <li><u>Apply Thurston County Zoning designation that is consistent with the Joint Plan future land use designation, or adopt the City zoning designations consistent with the Joint Plan as applied under #1 above as part of the Thurston County zoning map and code. (Section 3.2, Policy 2.2.3)</u></li> <li><u>In areas designated single-family residential in the Joint Plan, ensure the implementing zoning designation requires that development be</u></li> </ul>		<u>X</u> <u>Completed</u>

**Commented [BM111]:** City Comment: The table at the end of Chapter 10 has been adjusted to include four of the five new implementation items suggested in the comment bubble. The one about mixed use designation was not included because the Joint Plan already has a Mixed Use designation and the County code has a mixed use chapter for the Tumwater UGA (TC22.20). Please provide clarification if this was misinterpreted.

**Commented [BM116]:** City Comment: Staff suggests that we delete Appendix B and replace it with a new implementation item to study and adjust the current UGA boundaries.

**Commented [BM117]:** City Comment: The completed implementation items were moved to the bottom of the table. It may be good to keep them to show what has been accomplished.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 10**

**IMPLEMENTATION**

<u>Implementation Action</u>	<u>City of Tumwater</u>	<u>Thurston County</u>
<p><u>configured so these areas may eventually infill density identified in the Joint Plan. (Section 3.2, Policy 2.2.4)</u></p> <ul style="list-style-type: none"> <li><u>In areas in the former long-term urban growth area (established by the 1988 Memorandum of Understanding: An Urban Growth Management Agreement) that have been excluded from the Joint Plan long-term City of Tumwater urban growth area, apply an appropriate rural zoning designation concurrent with or following adoption of the Joint Plan. (Section 2.2)</u></li> </ul>		<u>X Completed</u>
<del>Review and modify, as necessary, existing plans to ensure consistency with the Joint Plan. (Section 3.2, Goal 1)</del>	<del><u>X Ongoing</u></del>	<del><u>X Ongoing</u></del>
<p><u>16. Amend Development Regulations as necessary to implement Joint Plan policies and recommendations. (Section 3.2, Policy 1.5.1)</u></p> <ul style="list-style-type: none"> <li><u>Revise development regulations to encourage the use of innovative housing and land use techniques, such as cluster housing, density bonuses, transfer of development rights, planned unit developments, etc. (Section 3.2, Policy 2.3; Section 3.5.2)</u></li> <li><u>Negotiate and adopt an intergovernmental agreement to apply specific City of Tumwater development standards and guidelines within the City of Tumwater urban growth area prior to annexation. (Section 3.2, Policy 1.5.2)</u></li> <li><u>Adopt or reference the City tree preservation and commercial landscaping ordinances in County code. (Section 3.2, Policies 8.5 and 10.6.1)</u></li> <li><u>Ensure that manufactured homes are allowed in all single-family residential zones and in mobile home parks. (Section 3.2, Policy 4.3; Chapter 6)</u></li> </ul>	<p><u>X Completed</u></p> <p><u>X Completed</u></p> <p><u>X Completed</u></p> <p><u>X Completed</u></p> <p><u>X Completed</u></p>	<p><u>X Completed</u></p> <p><u>X Completed</u></p> <p><u>X Completed</u></p> <p><u>X Completed</u></p>

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**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 10**

**IMPLEMENTATION**

<b>Implementation Action</b>	<b>City of Tumwater</b>	<b>Thurston County</b>
<u>17. Ensure that subdivision regulations require a specific amount of land is set aside as open space in a configuration that is useable for specific desired purposes, such as recreation. (Section 3.2, Policy 7.3.1)</u>	<u>X</u> <u>Completed</u>	<u>X</u> <u>Completed</u>
<del>Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan. (Chapters 8 and 9; Section 3.2, Policy 3.1)</del>	<del><u>X</u> <u>Ongoing</u></del>	<del><u>X</u> <u>Ongoing</u></del>
<u>18. If necessary, modify land use regulatory review, permitting, and approval systems to ensure predictability, and to allow for the processing of development permits in a timely and fair manner. (Section 3.2, Policy 2.6)</u>	<u>X</u> <u>Completed</u>	<u>X</u> <u>Completed</u>
<u>19. Consider adoption or amendment of ordinances and regulations as necessary to implement a wellhead protection program that is currently being developed. (Section 3.2, Policies 6.4 and 6.5)</u>	<u>X</u> <u>Completed</u>	<u>X</u> <u>Completed</u>
<u>20. Determine appropriate methods for stormwater management in advance of development in areas where existing soils may make drainage difficult, particularly in the area south of 70<sup>th</sup> Avenue and west of Interstate 5. (Subsection 3.5.4.1)</u>	<u>X</u> <u>Completed</u>	<u>X</u> <u>Completed</u>
<u>21. Complete a geologic/critical area study and mapping program. (Section 3.2, Policies 7.2.1, 8.1.1, and 8.3.1)</u>	<u>X</u> <u>Completed</u>	<u>X</u> <u>Completed</u>
<del>Coordinate critical areas regulations to make them as consistent as possible between jurisdictions as they are applied within the City of Tumwater urban growth area and to all portions of natural features that form the urban growth boundary, such as the Deschutes River, Black Lake, or the Salmon Creek Basin). (Section 3.2, Policy 6.9)</del>	<del><u>X</u> <u>Ongoing</u></del>	<del><u>X</u> <u>Ongoing</u></del>

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**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**CHAPTER 10**

**IMPLEMENTATION**

<u>Implementation Action</u>	<u>City of Tumwater</u>	<u>Thurston County</u>
<u>Review and update the Joint Plan as necessary to ensure its consistency and to reflect changing conditions. (Subsection 3.1.3; Section 3.2, Policy 2.2.2) Continue public involvement in the planning process so that decisions are reflective of general community goals and sensitive to the special interests of affected parties.</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

Notes: <sup>1</sup> "X" indicates who the responsible jurisdiction is for the implementation item.  
<sup>2</sup> The words "Ongoing" or "Completed" indicate the status of the implementation item.

**Commented [BM111]:** City Comment: The table at the end of Chapter 10 has been adjusted to include four of the five new implementation items suggested in the comment bubble. The one about mixed use designation was not included because the Joint Plan already has a Mixed Use designation and the County code has a mixed use chapter for the Tumwater UGA (TC22.20). Please provide clarification if this was misinterpreted.

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CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX A SUMMARY OF PROCESS AND CRITERIA USED TO DEVELOP  
THE 1988 URBAN GROWTH MANAGEMENT AGREEMENT

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[Attach Summary of Process and Criteria Used to Develop the 1988 Urban Growth Management Agreement]

DRAFT



CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX B

ANALYSIS OF CITY OF TUMWATER/THURSTON COUNTY  
JOINT PLAN URBAN GROWTH BOUNDARY'S CONSISTENCY  
WITH COUNTY-WIDE PLANNING POLICIES

The City of Tumwater/Thurston County Joint Plan makes several adjustments to the Tumwater urban growth boundary (UGB) from the long-term UGB that was established in the 1988 Urban Growth Management Agreement between the cities of Lacey, Olympia, Tumwater, and Thurston County.

**Commented [BM118]:** City Comment: Staff suggests that we delete this appendix and replace it with a new implementation item to adjust the current UGA boundaries.

Two of the areas in which the Joint Plan adjusts the UGB were the subject of special notes on the 1988 Urban Growth Management Agreement (UGMA) Map. Those notes indicated that the UGB as shown on that map in those two locations was illustrative only and would be resolved through joint planning. The resolution as to the exact location of the UGB in those areas is included in the Joint Plan's UGB.

Following is a demonstration of the consistency of the Joint Plan's UGB with the criteria established by the Urban Growth Management (UGM) Committee for inclusion in the Thurston County County-Wide Planning Policies for considering amendments to urban growth boundaries. (*Note: The UGM Committee's criteria is shown in italics.*)

1.2 Amend long-term urban growth boundaries that meet the following criteria:

a. Expansion of the Long-Term Urban Growth boundary must demonstrate consistency with the following criteria:

- (1) (a) For South County growth areas, the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion area can be served by sewage disposal methods that provide for the effective treatment of waste water in the succeeding 20 years; or
- (b) For the North County growth area, the expansion area can and will be served by municipal sewer and water and transportation in the succeeding 20 years.

Because Tumwater is part of the North County growth area, only (1)(b) applies to the Joint Plan UGB. The areas that expand the 1988 UGB **can** be served with municipal sewer and water and transportation in the succeeding 20 years, as shown in the City's sanitary sewer, water, and transportation plans. They **will** be served by these services as development occurs which requires these services, as ensured by the City's adopted Capital Facilities Plan concurrency element.

The City of Tumwater's adopted Comprehensive Sanitary Sewer Plan (1989) already includes planned service to the areas where the UGB is expanded. This plan identifies all future sanitary sewer system components that will be needed to serve these areas. Likewise, the 1992 Tumwater Water Comprehensive Plan and the 1994 Tumwater Transportation Plan demonstrate the ability to serve the entire proposed UGB with those services. The specific capital improvement projects needed to provide all three of these services to the proposed urban growth area are included in Chapters 8 and 9 of the Joint Plan.

The adopted Tumwater Capital Facilities Plan includes a concurrency element which ensures the provision of adequate public facilities for development which occurs in the Tumwater urban growth area. That element states, in part:

"Concurrency will be sought for public facilities as identified below. When concurrency cannot be achieved because of lack of financial resources, then the specific development upon which the concurrency test was applied will not be certified for construction or occupancy...if the City or other parties do not have adequate funding available to match funds to construct the necessary infrastructure, the developer may voluntarily finance the construction with recourse of remuneration through financing techniques such as a traditional latecomers process of future development paying back the costs assigned through fair share growth cost allocation."

Facilities requiring concurrency in the Tumwater Capital Facilities Plan include: streets, roads, highways, traffic signals, sidewalks, street and road lighting systems, mass transit, potable water, and sanitary sewer.

The Capital Facilities Plan also states: "If, in the future, capital facilities (system improvements) needed to obtain concurrency for development are not funded by the CFP due to omission or lack of funds, one or more of five strategies must be employed to obtain consistency of plan and concurrency of necessary infrastructure:

- Strategy 1: Developer pays
- Strategy 2: Increase City revenues
- Strategy 3: Reprioritize CFP projects
- Strategy 4: Reassess land use densities
- Strategy 5: Lower level of service standards"

- (2) *Urbanization of the expansion area is compatible with the use of designated resource lands and critical areas.*

The UGB expansion areas do not include, nor are they adjacent to, any Thurston County designated resource lands. The proposed expansion areas may include, or be adjacent to, some critical areas as defined by either the Thurston County or City of Tumwater critical areas ordinances. These may include the Deschutes River and its floodplain, a portion of Black Lake and possible wetlands.

The Joint Plan prohibits any new residential development in the Deschutes River floodplain and the Black Lake shoreline jurisdiction. To reflect that fact, these areas are assigned future land use designations of parks/open space and shoreline environment, respectively. Development adjacent to these areas, and any other critical areas that may be within the expansion areas, will be subject to either the Thurston County or City of Tumwater critical areas ordinance, both of which provide for protection of the critical areas from development through the establishment of undeveloped buffers.

In summary, the expansion of the UGB is compatible with the use of designated resource areas and critical areas.

- (3) *The expansion area is contiguous to an existing urban growth boundary.*

The UGB expansion areas are contiguous to the 1988 UGMA long-term UGB, as shown on Map 2-3 of the Joint Plan.

- (4) *The expansion is consistent with the County-Wide Planning Policies.*

Thurston County County-Wide Planning Policy 1.1 includes additional criteria that any proposed UGB's must meet:

- a. *Contain areas characterized by urban growth*

The UGB expansion areas contain areas characterized by urban growth, including residential development along Fairview Road and 88th Avenue (1 to 2 DU per acre). The exceptions are an area adjacent to the Deschutes River and a strip of land south of 93rd Avenue near Old Highway 99

(see Map 2-3 in the Joint Plan). The area along the Deschutes River is included in the UGB to provide more logical boundaries for service provision and administration, and is proposed for a land use designation of parks/open space. New residential development is proposed to be prohibited in the Deschutes River floodplain area.

The expansion area south of 93rd Avenue near Old Highway 99 includes primarily the remaining portion of properties that had been divided by the 1988 UGMA long-term UGB. The expansion provides a more logical boundary along property lines, minimizing cases in which properties are divided by the UGB.

- b. *Are served by or are planned to be served by municipal utilities*

The UGB expansion areas are planned to be served by municipal utilities, as demonstrated in 1.2.a(1) above.

- c. *Contain vacant land near existing urban areas that is capable of supporting urban development*

The UGB includes existing urban development and vacant land capable of supporting future urban development, with the exception of potential critical areas as described in 1.2.a(2) above.

- d. *Are compatible with the use of designated resource lands and critical areas*

The UGB expansion areas are compatible with designated resource lands and critical areas as demonstrated in 1.2.a(2) above.

- e. *Follow logical boundaries*

The UGB expansion areas specifically provide for logical boundaries, including property lines, section or quarter-section lines, the Deschutes River, and the Black Lake shoreline. In virtually all cases, the primary reason for the expansion of the UGB is specifically to provide more logical boundaries than those in the 1988 UGB.

*f. Consider citizen preferences*

The UGB expansions are included as the result of ten months of public meetings of the Tumwater Joint Planning Committee with citizens of the area to develop the Draft Joint Plan. Citizen comments were taken at each meeting of the committee before action was taken by the committee. Citizen preferences were carefully considered in formulating the committee's proposed UGB. Further citizen testimony was taken at public hearings conducted by the Tumwater and Thurston County Planning Commissions, and the Tumwater City Council and Thurston County Commissioners, prior to adoption of the Joint Plan UGB.

*g. Are of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.*

Chapter 3 of the Joint Plan contains a land supply analysis which determines that the urban growth area does contain sufficient area and land use densities to accommodate the urban growth projections produced in accordance with the County-Wide Planning Policies.

*b. Expansion of the Long-Term Urban Growth Boundary must demonstrate consistency with one of the two following criteria:*

- (1) There is insufficient land within the existing Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or*
- (2) An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Long-Term Urban Growth Boundary related to protecting the public health, safety and welfare; enabling more cost-effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.*

The UGB expansion meets the second of these two criteria. As mentioned several times previously in Appendix H, the UGB expansion areas are included specifically to provide for more logical boundaries. These boundaries will enable more cost-

effective provision of sewer or water and enable the locally adopted comprehensive plans to be more effectively implemented in accordance with the State Growth Management Act. The following demonstrates how each of the expansion areas shown on the Joint Plan Map 2-3 meets this criteria.

The expansion area southwest of the 1988 UGB includes all of the rights-of-way of 88th Avenue and Fairview Road to provide cost-effective and efficient sewer and water provision as shown in the Comprehensive Sewer and Water Plans. Inclusion of these areas also helps meet the first two goals of the State Growth Management Act: "(1) Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner, and (2) Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development." These areas are developing with single-family residential uses at densities that are not rural in nature (e.g., 1 DU per acre). Including them in the urban growth area will allow for the eventual provision of urban facilities to these areas, and will reduce low-density sprawl by allowing for future in-fill of these areas at more urban densities.

The expansion areas along the east and southeast sides of the 1988 UGB are included specifically to provide for more efficient service provision. The northern-most area clarifies the water and sewer service areas for the Cities of Olympia and Tumwater, as called for by a note on the 1988 Urban Growth Management Agreement Map. The area along the west side of the Deschutes River provides for all areas on that side of the river adjacent to the 1988 UGB to be included in the Joint Plan UGB. While this area is not proposed in the Joint Plan for any new development needing water or sewer service, its inclusion in the UGB will enable more efficient provision of other urban services such as police, fire and land use administration. The Deschutes River would provide for a more easily recognizable boundary than the 1988 UGB (which follows no discernable boundary) and will not create a situation in which service personnel must pass through City jurisdiction to reach County jurisdiction, as the 1988 UGB would.

The area south of 93rd Avenue near Old Highway 99 also will create a more recognizable boundary by significantly reducing the number of properties that would be divided by the UGB in comparison with the 1988 UGB. This would enable more efficient

development services and other administrative services by the City.

- c. *Reduction of the Long-Term Urban Growth Boundary must demonstrate consistency with the following criteria:*

- (1) *Sufficient land will remain within the reduced Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.*

Reducing the 1988 UGB in the areas proposed will still provide for sufficient land within the urban growth area to accommodate the forecasted urban growth, as demonstrated in item 1.2.a(4)g above.

- (2) *The reduced Long-Term Urban Growth Boundary will include cost-effective sewer and water and transportation service areas.*

The specific reductions of the 1988 UGB will not jeopardize the cost-effective provision of sewer, water and transportation. In fact, the reduction area east of Interstate 5 is an area which only has transportation access (and existing rights-of-way) from 101st Avenue and Case Road outside of the UGB. Retaining this area in the UGB would make the provision of transportation services more difficult and less efficient than under the Joint Plan UGB.

- (3) *Reduction of the Long-Term Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.*

The reductions to the 1988 UGB are not likely to affect Thurston County's designated resource lands because these lands are not located in the vicinity of the proposed reductions. The reduction areas do include portions of possible wetland areas, which are critical areas as defined by the Thurston County and City of Tumwater critical areas ordinances. These critical areas will be removed from the 1988 urban growth area under this plan, removing the possibility of adjacent urban development while retaining the applicability of the Thurston County critical areas ordinance over any future permitted development in the vicinity.

Thurston County  
**COUNTY-WIDE PLANNING POLICIES**  
November 10, 2015

*These policies were adopted by the Board of County Commissioners on September 8, 1992. They were ratified earlier by each of the seven cities and towns within Thurston County. Those seven cities and towns are Lacey, Olympia, Tumwater, Bucoda, Rainier, Tenino and Yelm. On August 2, 1993, representatives of Thurston County and the seven cities and towns met to clarify intent of policies 1.2 and 1.3 and to affirm long and short term Urban Growth boundaries established in 1988 around Olympia, Lacey and Tumwater. In 2002, policies were amended to be consistent with RCW 36.70A.215 ("Buildable Lands Program"). In 2015, the policies were amended to incorporate foundational principles and policies from Creating Places, Preserving Spaces, A Sustainable Development Plan for the Thurston Region, December 2013.*

Background: The Growth Management Act calls for the faster growing counties and cities within their borders to undertake new planning to prepare for anticipated growth. New parts are to be added to the Comprehensive Plans of these counties and cities, and those plans are to be coordinated and consistent. The framework for this coordination are county-wide planning policies, developed by each county, in collaboration with its cities and towns. These are Thurston County's county-wide planning policies which will be used to frame how the Comprehensive Plans of Thurston County and the seven cities and towns will be developed and coordinated.



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**I. GENERAL POLICIES**

*(Adopted November 10, 2015)*

- 1.1 Balance our needs today with those of future residents, to protect and enhance quality of life and in recognition that each generation is a trustee of the environment for succeeding generations.
- 1.2 Preserve and promote awareness of our historic, cultural, and natural heritage.
- 1.3 Develop new ways to cultivate and support respectful civic engagement and participation by residents, and public, private, and nonprofit businesses and organizations, encouraging choices and offering information that contribute to individual, household, and community health and well-being.
- 1.4 Break down institutional barriers to communication and cooperation, fostering open communication and transparent processes that encourage community-wide participation.
- 1.5 Think broadly, regionally and globally – act locally. Acknowledge the interdependence of communities both within and external to our region, recognizing the impacts of our region upon the world, as well as the impacts of the world upon our region.
- 1.6 Translate vision to policy and act on adopted local plans and policies. Consider the effects of decisions on achieving this vision, while balancing individual property rights with broader community needs and goals.
- 1.7 Monitor progress and shift course when necessary. Use meaningful, easy-to-understand methods to measure progress on key objectives. Respond and adapt to future social, economic, and environmental challenges.
- 1.8 Partner across topic areas and jurisdictional boundaries. While supporting local decision-making, encourage regional and cross-jurisdictional coordination, communication, and cooperation that increase our capacity to make decisions for the common good across jurisdiction boundaries.
- 1.9 Build and maintain distinct communities, preserving and enhancing the character and unique identities of the existing urban, suburban, and rural communities in a way that protects what matters most, while offering additional opportunities to improve on what can be better.
- 1.10 Meet basic human needs of clean water and air, healthy food, adequate housing, quality education, public safety, and equal access, regardless of socio-economic status.

- 1.11 Support education, employment, commercial opportunities, cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being.
- 1.12 Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.
- 1.13 Protect the natural environment while acknowledging the interdependence of a healthy environment and a healthy economy.
- 1.14 Provide for adequate active and passive recreational opportunities.

**II. URBAN GROWTH AREAS**

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 2.1 Urban growth within Thurston County is to occur only in designated urban growth areas.
- 2.2 The boundaries of designated urban growth areas must meet the following criteria:
  - a. Contain areas characterized by urban growth.
  - b. Be served by or planned to be served by municipal utilities.
  - c. Contain vacant land, or under-developed land with additional capacity, near existing urban areas that is capable of supporting urban development.
  - d. Be compatible with the use of designated resource lands and critical areas.
  - e. Follow logical boundaries.
  - f. Consider citizen preferences.
  - g. Be of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.
- 2.3 Amendments to the urban growth boundaries must use the following process:
  - a. Cities and towns will confer with the county about boundary location or amendment.
  - b. Proposed boundaries are presented to the Urban Growth Management (UGM) subcommittee of Thurston Regional Planning Council, which makes a recommendation directly to the Board of County Commissioners.
  - c. Following a public hearing, the Board of County Commissioners designates the boundaries and justifies its decision in writing.
  - d. Cities and towns not in agreement with the boundary designation may request mediation through the State Department of Commerce.
  - e. At least every 10 years, growth boundaries will be reviewed based on updated 20 year population projections.
  - f. Appeals of decisions made through this process are per the State Growth management Act, RCW 36.70A.
- 2.4 Expansion of the Urban Growth Boundary must demonstrate consistency with:
  - a. All of the following criteria:

- i. For South County jurisdictions: the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion can be served by sewage disposal measures that provide for the effective treatment of waste water in the succeeding 20 years.
  - ii. For North County jurisdictions: the expansion area can and will be served by municipal sewer, water and transportation in the succeeding 20 years.
  - iii. Urbanization of the expansion area is compatible with the use of designated resource lands and with critical areas.
  - iv. The expansion area is contiguous to an existing urban growth boundary.
  - v. The expansion is consistent with these County-Wide Planning Policies.
- b. One of the two following criteria:
  - i. There is insufficient land within the Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or
  - ii. An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Urban Growth Boundary related to protecting public health, safety and welfare; enabling more cost-effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.

**2.5 Reduction of the Urban Growth Boundary must demonstrate consistency with all of the following criteria:**

- a. Sufficient land will remain within the reduced Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.
- b. The reduced Urban Growth Boundary will include cost-effective sewer and water and transportation service areas, as applicable for each urban growth area.
- c. Reduction of the Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.

**III. PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT, PROVISION OF URBAN SERVICES, AND PROTECTION OF RURAL AREAS**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 3.1 Concentrate development in urban growth areas and protect rural areas by:
- a. Accommodating the county's growth first and foremost in the urban growth areas and ensuring that development occurring in rural areas is rural in character.
  - b. Encouraging infilling first within those parts of the urban growth areas that are:
    - already characterized by urban growth that have adequate existing public facilities and service capacities to serve such development,
    - second in areas already characterized by urban growth that will be served adequately by a combination of both existing public services and facilities, that are provided by either public or private sources, and
    - third in the remaining portions of the urban growth areas.
  - c. Phasing urban development and facilities outward from core areas.
  - d. Establishing mechanisms to ensure average residential densities sufficient to enable the county as a whole to accommodate its 20-year population projection.
  - e. Limiting growth in rural areas to prevent sprawl and the overburdening of rural services, maintain rural character, and protect the natural environment.
  - f. Prohibiting urban net densities in rural areas.
  - g. Designating rural areas for low intensity, non-urban uses that preserve natural resource lands, protect rural areas from sprawling, low-density development and assure that rural areas may be served with lower cost, non-urban public services and utilities.
  - h. Where urban services & utilities are not yet available, requiring development to be configured so urban growth areas may eventually infill and become urban.
  - i. Considering innovative development techniques.
- 3.2 Coordinate Urban Services, Planning, and Development Standards through:

- a. Maximizing the use of existing infrastructure and assets, and leveraging the value of these in building vital, healthy, and economically viable communities.
  - b. Making public investments that further multiple community goals, target identified priorities, and leverage additional investment.
  - c. Considering both economies of scale and long-term maintenance cost when investing in infrastructure.
  - d. Providing and maintaining municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable, and cost-effective manner.
  - e. Coordinating planning and implementation of policies regarding urban land use, parks, open space corridors, transportation, and infrastructure within growth areas. Developing compatible development standards and road/street level of service standards among adjoining jurisdictions.
  - f. Developing, and ensuring the enforcement of, agreements between Thurston County and the cities and towns within its borders, that ensure development occurring within unincorporated urban growth areas is consistent with city utility and storm water planning and conforms to the development standards and road/street level of service standards of the associated city or town.
  - g. Phasing extensions of urban services and facilities concurrent with development and prohibiting extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to serve existing development in rural areas with public health or water quality problems.
  - h. Identifying, in advance of development, sites for schools, parks, fire and police stations, major storm water facilities, greenbelts, open space, and other public assets. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area.
- 3.3 Cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities and towns. Cooperate on developing a streamlined and efficient process for annexation, while maintaining appropriate environmental review.
- 3.4 Provide capacity to accommodate planned growth by:
- a. Assuring that each jurisdiction will have adequate capacity in transportation, public and private utilities, storm drainage

- systems, municipal services, parks and schools to serve growth that is planned for in adopted local comprehensive plans; and
- b. Protecting ground water supplies from contamination and maintaining ground water in adequate supply by identifying and reserving future supplies well in advance of need.

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**IV. JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 4.1 Thurston County and the cities and towns within its borders will jointly plan the unincorporated portions of urban growth areas.
- 4.2 Each city and town will assume lead responsibility for preparing the joint plan for its growth area in consultation with the county and adjoining jurisdictions.
  - a. The lead city or town and the county will jointly agree to the level and role of county involvement at the outset of the project, including the role of each jurisdiction's planning commission.
  - b. A scope of work, schedule and budget will be jointly developed and individually adopted by each jurisdiction.
  - c. The process will ensure participation by area residents and affected entities.
- 4.3 The jointly adopted plan or zoning will serve as the basis for county planning decisions and as the pre- annexation comprehensive plan for the city to use when annexations are proposed.
- 4.4 Each joint plan or zoning will include an agreement to honor the plan or zoning for a mutually agreeable period following adoption of the plan or annexation.
- 4.5 Nothing in these policies shall be interpreted to change any duties and roles of local governmental bodies mandated by state law; for example, statutory requirements that each jurisdiction's planning commission hold hearings and make recommendations on comprehensive plans and zoning ordinances.

**V. SITING COUNTY-WIDE AND STATE-WIDE PUBLIC CAPITAL FACILITIES**

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 5.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.
- 5.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:
  - a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
  - b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

**VI. ANALYSIS OF FISCAL IMPACT**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 6.1 Develop financing methods for infrastructure which minimize the taxpayer's overall burden and fairly divide costs between existing and new development.
- 6.2 Cooperatively explore a method to mitigate the fiscal impact on county government of annexation of significant developed commercial and industrial properties.
- 6.3 Cooperatively explore methods of coordinating financing of infrastructure in urban growth areas.

**VII. ECONOMIC DEVELOPMENT AND EMPLOYMENT**

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 7.1 Encourage an economy that is diverse, can adapt to changing conditions, and takes advantage of new opportunities.
- 7.2 Support the recruitment, retention and expansion of environmentally sound and economically viable commercial, public sector and industrial development and resource uses, including the provision of assistance in obtaining funding and/or technical assistance.
- 7.3 Provide in comprehensive plans for an adequate amount of appropriately located land, utilities, and transportation systems to support desirable economic development. Create and maintain regulatory certainty, consistency, and efficiency.
- 7.4 Acknowledge and look for opportunities to engage with regional economic drivers such as state government, the Port of Olympia, and Joint Base Lewis-McChord. Coordinate economic development efforts as well with other jurisdictions, the Economic Development Council, Chambers of Commerce, and other affected groups.
- 7.5 Build a vital, diverse and strong local economy, including job opportunities that support community and household resilience, health, and well-being, by:
  - a. Supporting workforce training and offering opportunities for education and entrepreneurial endeavors.
  - b. Supporting creativity, arts, and culture.
  - c. Providing opportunities for a range of business types to succeed.
  - d. Emphasizing policies that support locally owned businesses including home-based, entrepreneurial, and nonprofit business and organizations.
  - e. Encouraging the development of local services for food, clothing and other basic human needs.
  - f. Nurturing urban and rural agricultural and food-oriented businesses.
  - g. Protecting resource lands.
  - h. Encouraging the utilization and development of areas designated for industrial use, consistent with the environmental policies in these countywide policies.
  - i. Connecting economic health with personal health and well-being and the advancement of environmental health.

- j. Adding incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

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**VIII. AFFORDABLE HOUSING**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 8.1 Increase housing choices to support all ranges of lifestyles, household incomes, abilities, and ages. Encourage a range of housing types and costs that are commensurate with the employment base and income levels of jurisdictions' populations, particularly for low, moderate and fixed income families.
- 8.2 Accommodate low and moderate income housing throughout each jurisdiction rather than isolated in certain areas.
- 8.3 Explore ways to reduce the costs of housing.
- 8.4 Establish and maintain a process to accomplish a fair share distribution of affordable housing among the jurisdictions.
- 8.5 Work with the private sector, Housing Authority, neighborhood groups, and other affected citizens, to facilitate the development of attractive, quality, low and moderate income housing that is compatible with the surrounding neighborhood and located within easy access to public transportation, commercial areas and employment centers.
- 8.6 Regularly examine and modify policies that pose barriers to affordable housing.
- 8.7 When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low cost affordable housing for low, moderate and fixed income individuals and families.

**IX. TRANSPORTATION**

*(April 30, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 9.1 Increase transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages.
- 9.2 Increase opportunities for riding transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and teleworking.
- 9.3 Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.
  - a. Local comprehensive plans will consider the relationship between transportation and land use density and development standards.
  - b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.
  - c. Improved transit service will be based on Intercity Transit's plans, informed by and consistent with the regional transportation plan and local comprehensive plans.
  - d. Transportation Demand Management plans and programs required by State law will be implemented as a key part of the region's transportation program.
  - e. Improvements to the regional road network will be consistent with local and regional transportation plans.
  - f. The regional transportation planning process is the primary forum for setting County-wide transportation policy.
- 9.4 The transportation element of each jurisdiction's comprehensive plan will be consistent with the land use element of that jurisdiction's comprehensive plan.
- 9.5 The transportation element of each jurisdiction's comprehensive plan will include level of service standards for all arterials and transit routes and services. Each jurisdiction will coordinate these level of service standards with all adjacent jurisdictions. Transit level of service standards will be consistent with Intercity Transit policies.
- 9.6 Each jurisdiction's transportation element will include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
- 9.7 The transportation elements of comprehensive plans adopted by Thurston County and each city and town in the county will be consistent with the Regional Transportation Plan adopted by Thurston

Regional Planning Council, in accordance with the provisions of the Washington State Growth Management Act.

- 9.8 The Regional Transportation Plan adopted by Thurston Regional Planning Council will be consistent with the land use elements of comprehensive plans adopted by Thurston County and the cities and towns within Thurston County and with state transportation plans. To ensure this, the Regional Transportation Plan will be reviewed and updated, if necessary, at least every two years for consistency with these plans.
- 9.9 All transportation projects within Thurston County that have an impact upon facilities or services identified as regional in the Regional Transportation Plan will be consistent with the Regional Transportation Plan.
- 9.10 Local and regional transportation plans will consider maritime, aviation and rail transportation as an integral link to the area's regional transportation needs.



**X. ENVIRONMENTAL QUALITY**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 10.1 Recognize our dependence on natural systems and maintain a balance between human uses and the natural environment.
- 10.2 Establish a pattern and intensity of land and resource use that is in concert with the ability of land and resources to sustain such use, reduce the effects of the built environment on the natural environment, conserve natural resources and enable continued resource use, through:
  - a. Land-use and transportation plans and actions that encourage compact development and concentrate development in urban growth areas.
  - b. Retrofitting existing infrastructure to reduce impacts of the built environment on the natural environment.
  - c. Planning for the amount of population that can be sustained by our air, land and water resources without degrading livability and environmental quality.
  - d. Minimizing high noise levels that degrade residents' quality of life.
- 10.3 Protect the soil, air, surface water, and groundwater quality, including through:
  - a. Reducing dependence on the use of chemicals and other products that pollute and, when their use is necessary, minimizing releases to the environment.
  - b. Ensuring adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.
  - c. Protecting ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.
  - d. Protecting and enhancing air quality.
- 10.4 Take action to conserve resources, increase use of renewable resources and decrease dependence on non-renewable resources by:
  - a. Reducing energy consumption and reliance on nonrenewable energy sources.
  - b. Encouraging the reuse and recycling of materials and products, and reduction of waste to the maximum extent practicable.

- 10.5 Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impacts such as increased wildfire, flooding and sea-level rise.
- 10.6 Protect and restore natural ecosystems, such as, forests, prairies, wetlands, surface and groundwater resources, that provide habitat for aquatic and terrestrial plants and animals.
- 10.7 Provide for public access to natural resource lands, while ensuring that uses and economic activity which are allowed within those lands are sustainable.
- 10.8 Provide for parks and open space and maintain significant wildlife habitat and corridors.
- 10.9 Where outdoor lighting is necessary, design the lighting to minimize the light pollution.

**XI. COUNTY-WIDE POLICIES WHICH ESTABLISH A PROCESS TO DEVELOP FUTURE POLICIES**

*(August 10, 1992, Adopted September 8, 1992, Amended July 1, 2002, Amended November 10, 2015)*

11.1. Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:

- a. The state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.
- b. Within the overall framework of the OFM population projections for the County, Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.
- c. A review and evaluation program pursuant to RCW 36.70A.215 ("Buildable Lands Program") will be established. The evaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).
  - i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.
  - ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.
  - iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.
- d. The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

11.2 These county-wide policies will be reviewed upon the request of four jurisdictions.

- 11.3 Under the State Growth Management Act, authority for making changes to County-Wide Planning Policies (CWPPs) lies with Counties. The State Growth Management Act also states that counties are required to consult with the cities and towns within its borders regarding changes to the CWPPs. It is the role of the Thurston Regional Planning Council Urban Growth Management (UGM) Subcommittee to be the vehicle for this jurisdictional consultation process in Thurston County. Amendments to the Thurston County County-Wide Planning Policies must use the following process:
- a. Proposed amendments are to be reviewed by the UGM Subcommittee, which consists of a representative from the City Council of each of the cities and towns in Thurston County and a representative from the Board of County Commissioners.
  - b. Technical assistance will be provided to the UGM Subcommittee by jurisdictional Planning Directors or their designated representatives.
  - c. It is the responsibility of the UGM Subcommittee members to coordinate with their respective Councils regarding amendments to the CWPPs and to do so prior to the UGM Subcommittee making its recommendation on the amendments to the Board of County Commissioners.
  - d. The UGM Subcommittee will make a recommendation on the amendments to the CWPPs directly to the Board of County Commissioners.
  - e. The Board of County Commissioners will hold a public hearing on the amendments to the CWPPs. This public hearing would allow Cities and Towns within Thurston County an opportunity to comment directly to the Board of County Commissioners on the amendments.

**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**APPENDIX D CITY OF TUMWATER LANDS FOR PUBLIC PURPOSES ELEMENT**

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*Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.*

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CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX E CITY OF TUMWATER UTILITIES ELEMENT

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*Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.*

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*Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.*

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**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN**  
**APPENDIX G CITY OF TUMWATER PARKS, RECREATION, AND OPEN SPACE ELEMENT**

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*Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.*

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*Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.*

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CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX I MEMORANDUM OF UNDERSTANDING ON URBAN GROWTH MANAGEMENT  
(JANUARY 31, 1983)

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[Attach Memorandum of Understanding on Urban Growth Management (January 31, 1983)]

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CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX J MEMORANDUM OF UNDERSTANDING: ON URBAN GROWTH MANAGEMENT  
(JUNE 1988)

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[Attach Memorandum of Understanding: An Urban Growth Management Agreement (June 1988)]

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**CITY OF TUMWATER/THURSTON COUNTY JOINT PLAN  
APPENDIX K**

**MEMORANDUM OF UNDERSTANDING:  
ON URBAN GROWTH AREA AND  
DEVELOPMENT STANDARDS (DECEMBER 7, 1995)**

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[Attach Memorandum of Understanding: Urban Growth Area Zoning and  
Development Standards (December 7, 1995)]

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